M37G(86)-1

CURRENT INDUSTRIAL REPORTS

New Complete Aircraft and Aircraft Engines (Except Military)

JANUARY 1986

M37G(86)-1
Issued April 1986

U.S. Department of Commerce
BUREAU OF THE CENSUS

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The statistics in this publication are based on a survey of manufacturers and represent total U.S. shipments of complete civil aircraft and aircraft engines. Estimates are included for companies whose reports were not received in time for tabulation. A description of the survey methodology and related information appears on page 4.

Table 1. SUMMARY OF SHIPMENTS OF COMPLETE CIVIL AIRCRAFT AND AIRCRAFT ENGINES: 1984 TO 1986

(Value in thousands of dollars)

Month and year	Shipment of complete civil aircraft			Value of complete engines
	Number[1]	Value	Total empty weight	
1986				
January	[2]94	[2]733,024	([3])	159,915
1985				
December	255	2,046,182	7,712	352,286
November	180	769,396	3,111	231,448
October	205	1,119,997	4,533	239,042
September	217	777,925	2,882	212,139
August	176	857,820	3,343	177,656
July	193	931,094	3,668	145,621
June	268	1,025,475	4,025	234,398
May	208	825,265	3,495	167,074
April	226	1,067,653	4,267	158,139
March	287	1,036,936	4,398	214,651
February	219	974,752	3,747	154,940
January	190	410,916	1,969	176,240
1984				
December	327	1,240,111	5,012	296,182
November	280	898,833	3,414	218,804
October	258	629,652	2,625	228,442
September	234	695,904	2,980	293,644
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June	152	879,680	3,488	209,799
May	158	724,541	2,979	243,311
April	243	558,434	2,776	131,009
March	252	620,702	2,475	199,989
February	212	574,704	2,943	160,923
January	178	252,943	1,400	109,476

[1]Represents fixed wing (powered) aircraft only.
[2]Beginning with January 1986, complete civil aircraft does not include other civil aircraft and kits to avoid disclosing figures for individual companies.
[3]Data for "Total empty weight" were collected for prior years; however, these data will not be shown after 1985.

Address inquiries concerning these figures to U.S. Department of Commerce, Bureau of the Census, Industry Division, Washington, D.C. 20233, or call Paula Schmidt, (301) 763-5194.

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Table 2. SHIPMENTS OF COMPLETE CIVIL AIRCRAFT

(Quantity in units; value in thousands of dollars)

Product code	Product description	Number of companies	January 1986		December 1985		January 1985	
			Quantity	Value	Quantity	Value	Quantity	Value
35215	Complete civil aircraft	20	[1]129	[1]732,831	(D)	2,046,182	(D)	410,916
	Civil aircraft (fixed wing, powered)	14	94	685,209	255	(D)	190	(D)
	Unladen weight not exceeding 2,000 kg (4,405 lbs.):							
37215 01	Single engine	7	53	12,462	(2)	(2)	(2)	(2)
37215 03	Multiengine	2						
37215 05	Unladen weight exceeding 2,000 kg ((4,405 lbs.) but not exceeding 15,000 kg (33,040 lbs.)	4	15	18,157				
37215 07	Unladen weight exceeding 15,000 kg (31,040 lbs.)	4	26	654,590				
	Helicopters (rotary wing)	4	35	47,622	88	198,505	21	6,760
37215 32	Unladen weight not exceeding 2,000 kg (4,405 lbs.)	2						
37215 34	Unladed weight exceeding 2,000 kg (4,405 lbs.)	3	35	47,622	88	198,505	21	6,760
	Other civil aircraft (nonpowered) and kits	2	(1)	(1)	(D)	(D)	(D)	(D)
37215 35	Balloons, dirigibles, and airships	2	(1)	(1)	(D)	(D)	(D)	(D)
37215 37	Gliders, sailplanes	-	-	-	-	-		
37215 39	Other aircraft, including aircraft sold in kits (except hang gliders)	-	-	-	-	-	-	-

- Represents zero. (D) Data withheld to avoid disclosing figures for individual companies.

[1] Beginning with January 1986, complete civil aircraft does not include other civil aircraft and kits to avoid disclosing figures for individual companies.

[2] Detail for January and December of 1985 cannot be shown due to a change in format for 1986.

Table 3. QUANTITY AND VALUE OF SHIPMENTS OF COMPLETE CIVIL AIRCRAFT ENGINES

(Quantity in units; value in thousands of dollars)

Product code	Product description	Number of companies	January 1986		December 1985		January 1985	
			Quantity	Value	Quantity	Value	Quantity	Value
37242 00	Complete civil aircraft engines	9	633	159,915	650	352,286	673	176,240
37242 01	Spark-ignition reciprocating or rotary internal-combustion	3						
	Turbojet and turbofan:							
37242 03	Of a thrust not exceeding 25 kN (5,620 lbs.)	1						
37242 05	Of a thrust exceeding 25 kN (5,620 lbs.)	3	633	159,915	650	352,286	673	176,240
	Turboshaft (turbo propeller):							
37242 07	Of a power not exceeding 1,100 kW (820 hp)	3						
37242 09	Of a power exceeding 1,100 kW (820 hp)	4						
37242 14	Other, including auxiliary power units excluding missile and space engines	-	-	-	-	-	-	-

- Represents zero.

Table 4. SHIPMENTS, EXPORTS, IMPORTS, AND APPARENT CONSUMPTION OF COMPLETE AIRCRAFT AND AIRCRAFT ENGINES: JANUARY 1986

(Quantity in units; value in thousands of dollars)

Product code[1]	Product description	Manufacturers' shipments		Exports of domestic merchandise[1,2]			Percent exports to manufacturers' shipments		Imports for consumption[1,4]		Apparent consumption[5]		Percent imports to apparent consumption	
		Quantity	Value (f.o.b. plant)	Quantity	Value at port	Estimated producers' value[3]	Quantity	Value	Quantity	Value in foreign country	Quantity	Value	Quantity	Value
	Civil aircraft (fixed wing, powered):													
	Unladen weight not exceeding 2,000 kg (4,405 lbs.):													
37215 01	Single engine	53	12,462	11	1,175	1,142	21	9	-	-	45	421,298	7	97
37215 03	Multiengine			-	-	-			3	409,978				
37215 05	Unladen weight exceeding 2,000 kg (4,405 lbs.) but not exceeding 15,000 kg (33,040 lbs.)	15	18,157	8	13,688	13,303	53	73	21	93,984,175	28	93,989,029	75	99
37215 07	Unladen weight exceeding 15,000 kg (33,040 lbs.)	26	654,590	5	145,868	141,750	19	22	2	30,249,104	23	30,761,944	9	98
	Helicopters (rotary wing):													
37215 32	Unladen weight not exceeding 2,000 kg (4,405 lbs.)	35	47,622	30	24,012	25,281	86	53	11	7,395	16	29,736	69	25
37215 34	Unladen weight exceeding 2,000 kg (4,405 lbs.)													
	Other civil aircraft (nonpowered) and kits:													
37215 35	Balloons, dirigibles, and airships	(D)	(D)	-	3,289	3,197	(NA)	(NA)	23	423	(NA)	(NA)	(NA)	(NA)
37215 37	Gliders, sailplanes													
37215 39	Other aircraft, including aircraft sold in kits (except hang gliders)													
	Civil aircraft engines:													
37242 01	Spark-ignition reciprocating or rotary internal-combustion	633	159,915	65	74,298	72,210	10	45	321	148,056	889	235,759	36	63
	Turbojet and turbofan:													
37242 03	Of a thrust not exceeding 25 kN (5,620 lbs.)													
37242 05	Of a thrust exceeding 25 kN (5,620 lbs.)													
	Turboshaft (turbo propeller):													
37242 07	Of a power not exceeding 1,100 kW (820 hp)													
37242 09	Of a power exceeding 1,100 kW (820 hp)													
37242 14	Other, including auxiliary power units excluding missile and space engines													

- Represents zero. (D) Data withheld to avoid disclosing figures for individual companies. (NA) Not available.

[1] For comparison of Standard Industrial Classification-based product codes, Schedule B numbers, and TSUSA numbers, see table 5.

[2] Source: Bureau of the Census report EM 546, U.S. Exports.

[3] These values are derived by use of adjustment factors to exclude freight, insurance, and other charges incurred in moving goods to the port of export. This adjustment is made to convert the values to an approximation of the producers' value of exported goods. The current adjustment factor, 0.9719 for industry group 372, is based on data for 1981 which are published in Origin of Exports of Manufactured Products, M81(AS)-5, appendix B.

[4] Source: Bureau of the Census reports IM 145-X, U.S. Imports for Consumption and General Imports, and IM 146, U.S. Imports for Consumption.

[5] Apparent consumption is derived by subtracting exports from the total of manufacturers' shipments plus imports.

Table 5. COMPARISON OF STANDARD INDUSTRIAL CLASSIFICATION CODES, SCHEDULE B EXPORT NUMBERS, AND TSUSA IMPORT NUMBERS

Product code	Product description[1]	Export number	Import number	Product description
37215 01	Unladen weight not exceeding 2,000 kg (4,405 lbs.), single engine.	694.4043	694.4143	Nonmilitary, new, single engines
37215 03	Unladen weight not exceeding 2,000 kg. (4,405 lbs.), multiengine.	694.4046	694.4146	Nonmilitary, new, other--less than 4,400 pounds empty weight
37215 05	Unladed weight exceeding 2,000 kg (4,405 lbs.) but not exceeding 15,000 kg (33,040 lbs.).	694.4048, 694.4050	694.4148	Nonmilitary, new other--4,400 pounds and over but less than 10,000 pounds
			694.4150	Nonmilitary, new turbojet and turbofan--10,000 to 33,000 pounds, inclusive, empty weight
			694.4160	Nonmilitary, new, other--10,000 to 33,000 pounds empty weight
37215 07	Unladen weight exceeding 15,000 kg (33,040 lbs.).	694.4062, 65, 68	694.4165	Nonmilitary, new, other--over 33,000 pounds empty weight
37215 35, 37, 39	Other civil aircraft and kits.	[2]694.5140	694.1600	Balloons and airships, for civil use
			694.2100	Gliders for civil use
37215 32, 34	Helicopters, (rotary-wing, powered).	694.4032, 34	694.4125	Nonmilitary, new, helicopter
37242 00	Civil aircraft engines.	660.4930		Internal combustion engines:[3]
			[4]660.5610	Piston type other than compressor ignition engine, specially designed for aircraft
			660.5800	Nonpiston type engines for aircraft:
			660.5920	Turbojet and gas turbine, new
			660.5940	
			660.6100	Other

[1] All aircraft are nonmilitary.

[2] Includes hang gliders which are in product code 39495.

[3] Internal combustion engines are not separated by military and nonmilitary.

[4] Includes model aircraft engines.

DESCRIPTION OF SURVEY

Scope of Survey. This survey covers the manufacture of complete civilian aircraft and all types of aircraft engines in the United States. Parts sold separately are excluded.

Survey Methodology. The statistics in this publication were collected by mail on Bureau of the Census monthly Form M37G, New Complete Aircraft and Aircraft Engines, Except Military (Shipments). The panel for this survey consisted of all known producers of complete civilian aircraft and aircraft engines, approximately 36 companies.

Survey Error. Figures for the current month may include estimates for panel members for which reports were not received in time for tabulation. Such missing figures are "imputed" based on month-to-month movements shown by reporting firms. Imputation generally is limited to a maximum of 10 percent for any one data cell. Figures with imputation rates greater than 10 percent are footnoted.

The imputation rate is not an explicit indicator of the potential error in published figures due to nonresponse because the actual monthly movements for nonrespondents may or may not closely agree with the imputed movements. The range of difference between the actual and imputed figures is not precisely known, but is assumed to be small. The degree of uncertainty regarding the accuracy of the published data, however, increases as the percentage of imputation increases. Figures with imputation rates above 10 percent should be used with caution.

Revisions to Previous Period Data. Statistics for previous months may be revised as the result of corrected data from respondents, including the receipt of late reports for which imputations were made as described above. Figures which have been revised by more than 5 percent from previously published figures are indicated by footnotes.

Adjustment for Price Change. All dollar figures included in this publication are in current dollars; i.e., they have not been adjusted for price change.

Reporting Period Adjustment. The data are adjusted for the number of working days in the reporting period to compensate for differences in individual company reporting patterns, i.e., calendar month, 4-week, 5-week periods. Since the calendar month accounting system prevails in this industry, adjustments have been made to those reporting on other than a calendar month basis.

EXPLANATION OF TERMS

Shipments. Represents physical shipments from domestic establishments. All products sold, transferred to other plants of the same company, or shipped on consignment are included whether for domestic use or export. Products bought and resold without further manufacture are excluded.

Aircraft. Includes lighter-than-air aircraft (balloons and airships) as well as heavier-than-air aircraft, however propelled, but does not include spacecraft.

Military. Refers to new aircraft and aircraft engines built for military applications, whether for tactical, strategic, or support functions. All aircraft and aircraft engines built for nonmilitary applications are considered as nonmilitary, or civil, and are reported in this survey.

Civil. This term refers to all aircraft and aircraft engines not built for military applications. All civil (including general aviation and commercial type) aircraft, regardless of end use, are included.

Empty Weight. The weight of the airplane's airframe, powerplant, trapped fuel and oil, coolant (if any), fluid in the hydraulic system, ballast normally carried, and fixed equipment and furnishings.

Fixed-wing (Powered) Aircraft. Aircraft having wings fixed to the airplane fuselage, which are outspread in flight and powered by engines.

Rotary Lift Aircraft—Any heavier-than-air aircraft that depends principally for its support in flight on the lift generated by one or more rotors (helicopters, auto-giros, etc.).

Turbofan. A turbojet engine whose thrust has been increased by the addition of a low pressure compressor (fan). The turbofan engine can have an oversized low-pressure compressor at the front with part of the flow bypassing the rest of the engine (front-fan or forward-fan) or it can have a separate fan driven by a turbine stage (aft-fan).

Turbojet. Jet engines incorporating a turbine-driven air compressor to take in and compress the air for the combustion (or the heated air) being used both to rotate the turbine and to create a thrust-producing jet.

Turboprop. Engines in which the main propulsive force is supplied by a gas turbine-driven conventional propeller. Additional propulsive force may be supplied from the discharge turbine exhaust gas.

COMPARISON OF EXPORT, IMPORT, AND DOMESTIC OUTPUT DATA

The Standard Industrial Classification (SIC) system used for domestic output and the statistical export and import commodity classifications were developed independently. This results in considerable difficulty in comparing the three types of data for many commodity areas. The domestic output classification is based on type of industry; on the other hand, the export and import classification system is more materials oriented. Also, there are a substantial number of imported commodities which have no comparable domestic output classification. The relationships

shown in this report should be considered only as approximations, since, in addition to the problems mentioned above, there are also the following problems affecting the comparability of the three sets of data.

Valuation. There are different methods of valuation for the three types of data:

- *Domestic Output.* Valued at the point of production. It includes the net sales price, f.o.b. plant, after discounts and allowances, exclusive of freight charges and excise taxes.

- *Exports.* Valued at the point of exportation. It includes the selling price, or cost if not sold, and inland freight, insurance and other charges to the export point.

  Estimated producers' values of exports have also been developed. These values more closely approximate the values reported for domestic output because they exclude freight, insurance, and other charges applied from the producing plant to the export point.

- *Imports* – Valued at the first port of entry in the United States. It includes c.i.f. (cost, insurance, and freight), duty, and other charges to the import point.

Duplication in Quantity and Value of Output. Because producers' shipments of some commodities may be used as materials for incorporation into other commodities, combinations of data for such commodities may contain a certain amount of duplication. Thus, percentages of exports to output or imports to apparent consumption (output plus imports minus exports) at four-digit or broader levels may be understated. Where duplication is known to be substantial, the output data are appropriately noted in the table.

Low-Value Export and Import Transactions. Detailed commodity information is not included for individual export shipments valued at not more than $1,000. Generally, detailed commodity information is not included for individual import shipments valued at not more than $1,000. For textiles and textile products, gloves, footwear, and miscellaneous rubber and plastics products, detailed commodity information is not included for individual import shipments valued at not more than $250. This is believed to have only negligible effects on the statistics for the bulk of the commodities.

Manufacturers' Shipments, Not Specified by Kind. The value of manufacturers' shipments at the four-digit industry level often includes a small amount which is not distributed among the individual five-digit product classes. Export and import percentages at the more detailed levels might, therefore, be slightly overstated.

Time Lag Between Output and Export. There will be a lag between the time a commodity is produced or shipped by the producer and the time it is actually exported, especially when intermediaries (wholesalers, exporters, etc.) are involved. Ordinarily, this type of discrepancy is insignificant in annual figures.

"Direct" vs "Total" Commodity Exports and Imports. Export and import data do not include materials which are incorporated into other more finished products and exported or imported in finished form. Thus, by showing only direct exports and imports, the relation of exports to output and imports to apparent consumption for intermediate products is considerably understated.

Used Commodities. With a few exceptions, used or rebuilt commodities are classified in the same import or export codes as is new merchandise. Percentages are thus overstated to the extent that used or rebuilt products are significant in trade.

Geographic Area of Coverage. Import and export data reflect the movement of merchandise into and out of U.S. foreign trade zones, the U.S. Virgin Islands, and the U.S. customs territory (includes the 50 States, the District of Columbia, and Puerto Rico).

RELATED REPORTS

An annual Current Industrial Report also is published in this series. The annual report summarizes monthly figures and incorporates known revisions for both the current and previous years. It also provides a single reference copy to replace the monthly publications.

The Bureau of the Census publishes the following related reports:

Series	Frequency	Title
Current Industrial Reports		
MA37D	Annually	*Aerospace Industry (Orders, sales and backlog)*
MA37E	Annually	*Aircraft Propellers*
Other Industry Reports		
M3-1	Monthly	*Manufacturers' Shipments, Inventories, and Orders*
(AS)	Annually	Annual Survey of Manufactures (ASM)
(MC)	Quinquennially	Census of Manufactures
Foreign Trade Reports		
EM 546	Monthly	*United States Exports*
IM 146	Monthly	*United States Imports for Consumption*

CONTACT FOR DATA USERS

Subject Area	Contact	Phone Number
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Census/ASM	Ted McGrath	(301) 763-5752
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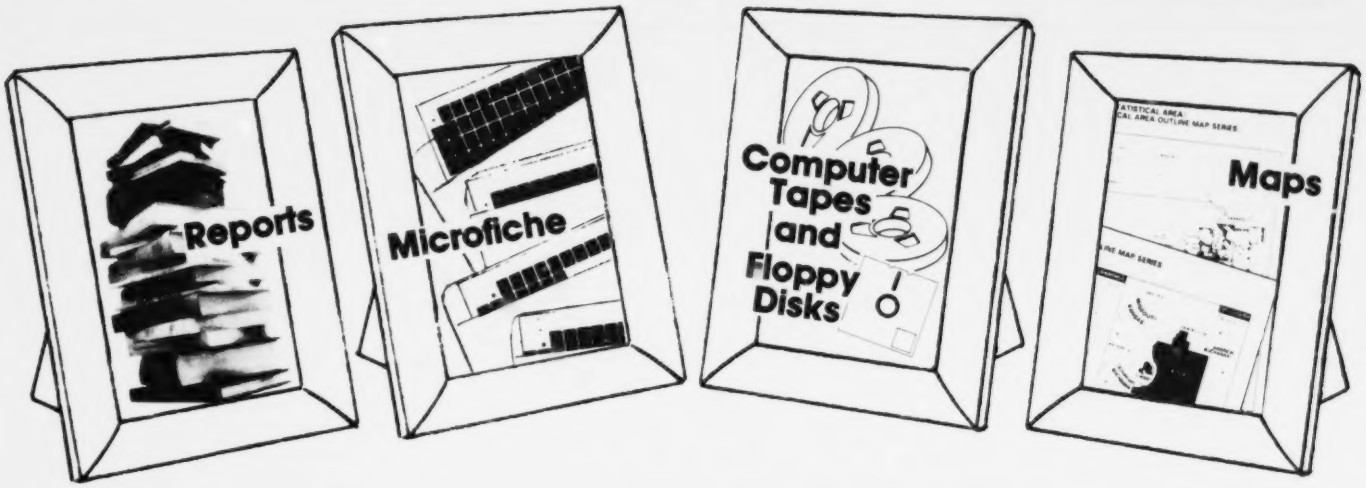

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A description of the survey methodology and related information may be found in the January 1986 report in this series, M37G(86)-1, issued April 1986.

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(Value in thousands of dollars)

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	Number[1]	Value[1]	Total empty weight	
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January	149	755,289	(2)	159,915
1985[3]				
December	255	2,046,182	7,712	352,286
November	180	769,396	3,111	231,448
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[2]Data for "Total empty weight" were collected for prior years; however, these data will not be shown after 1985.

[3]Number represents fixed wing (powered) aircraft only.

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35215	Complete civil aircraft	20	[1]184	a [1]841,677	r [1]149	[1]755,289	(D)	974,752
	Civil aircraft (fixed wing, powered)	14	a146	a780,523	r114	707,667	219	(D)
	Unladen weight not exceeding 2,000 kg (4,405 lbs.):							
37215 01	Single engine	7	108	39,853	r73	r34,920	(2)	(2)
37215 03	Multiengine	2						
37215 05	Unladen weight exceeding 2,000 kg ((4,405 lbs.) but not exceeding 15,000 kg (33,040 lbs.)	5	b8	a11,793	15	18,157		
37215 07	Unladen weight exceeding 15,000 kg (33,040 lbs.)	4	b30	a728,877	26	654,590		
	Helicopters (rotary wing)	5	38	b61,154	35	47,622	17	13,280
37215 32	Unladen weight not exceeding 2,000 kg (4,405 lbs.)	3	38	b61,154	35	47,622	17	13,280
37215 34	Unladed weight exceeding 2,000 kg (4,405 lbs.)	3						
	Other civil aircraft (nonpowered) and kits	2	(1)	(1)	(1)	(1)	(D)	(D)
37215 35	Balloons, dirigibles, and airships	2	(1)	(1)	(1)	(1)	(D)	(D)
37215 37	Gliders, sailplanes	-	-	-	-	-		
37215 39	Other aircraft, including aircraft sold in kits (except hang gliders)	-	-	-	-	-	-	-

Note: The percent of estimation of each item is indicated as follows (see "Description of Survey" in the January 1986 report, M37G(86)-1, issued April 1986, for a discussion of estimation of missing reports): a15 to 25 percent of this item is estimated. b26 to 50 percent of this item is estimated.

- Represents zero. (D) Data withheld to avoid disclosing figures for individual companies. rRevised by 5 percent or more from previously published figures.

[1]Beginning with January 1986, complete civil aircraft does not include other civil aircraft and kits to avoid disclosing figures for individual companies.
[2]Detail prior to 1986 cannot be shown due to a change in format.

Table 3. QUANTITY AND VALUE OF SHIPMENTS OF COMPLETE CIVIL AIRCRAFT ENGINES

(Quantity in units; value in thousands of dollars)

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37242 01	Spark-ignition reciprocating or rotary internal-combustion	3						
	Turbojet and turbofan:							
37242 03	Of a thrust not exceeding 25 kN (5,620 lbs.)	1						
37242 05	Of a thrust exceeding 25 kN (5,620 lbs.)	4	658	171,561	633	159,915	677	154,940
	Turboshaft (turbo propeller):							
37242 07	Of a power not exceeding 1,100 kW (820 hp)	3						
37242 09	Of a power exceeding 1,100 kW (820 hp)	4						
37242 14	Other, including auxiliary power units excluding missile and space engines	-	-	-	-	-	-	-

- Represents zero.

Table 4. SHIPMENTS, EXPORTS, IMPORTS, AND APPARENT CONSUMPTION OF COMPLETE AIRCRAFT AND AIRCRAFT ENGINES: FEBRUARY 1986

(Quantity in units; value in thousands of dollars)

Product code[1]	Product description	Manufacturers' shipments		Exports of domestic merchandise[1] [2]			Percent exports to manufacturers' shipments		Imports for consumption[1] [4]		Apparent consumption[5]		Percent imports to apparent consumption	
		Quantity	Value (f.o.b. plant)	Quantity	Value at port	Estimated producers' value[3]	Quantity	Value	Quantity	Value in foreign country	Quantity	Value	Quantity	Value
	Civil aircraft (fixed wing, powered):													
	Unladen weight not exceeding 2,000 kg (4,405 lbs.):													
37215 01	Single engine	108	39,853	16	1,700	1,652	23	8	10	995	95	37,898	13	3
37215 03	Multiengine			9	1,380	1,341			2	43				
37215 05	Unladen weight exceeding 2,000 kg (4,405 lbs.) but not exceeding 15,000 kg (33,040 lbs.)	8	11,793	2	4,947	4,808	25	41	19	84,187	25	91,172	76	92
37215 07	Unladen weight exceeding 15,000 kg (33,040 lbs.)	30	728,877	12	478,603	465,154	40	64	2	29,731	20	293,454	10	10
	Helicopters (rotary wing):													
37215 32	Unladen weight not exceeding 2,000 kg (4,405 lbs.)	38	61,154	15	20,758	20,174	39	33	6	3,447	29	44,427	21	8
37215 34	Unladen weight exceeding 2,000 kg (4,405 lbs.)													
	Other civil aircraft (nonpowered) and kits:													
37215 35	Balloons, dirigibles, and airships	(D)	(D)	-	4,258	4,138	(NA)	(NA)	19	315	(NA)	(NA)	(NA)	(NA)
37215 37	Gliders, sailplanes													
37215 39	Other aircraft, including aircraft sold in kits (except hang gliders)													
	Civil aircraft engines:													
37242 01	Spark-ignition reciprocating or rotary internal-combustion	658	171,561	53	42,146	40,962	8	24	248	100,302	853	230,901	29	43
	Turbojet and turbofan:													
37242 03	Of a thrust not exceeding 25 kN (5,620 lbs.)													
37242 05	Of a thrust exceeding 25 kN (5,620 lbs.)													
	Turboshaft (turbo propeller):													
37242 07	Of a power not exceeding 1,100 kW (820 hp)													
37242 09	Of a power exceeding 1,100 kW (820 hp)													
37242 14	Other, including auxiliary power units excluding missile and space engines													

- Represents zero. (D) Data withheld to avoid disclosing figures for individual companies. (NA) Not available.

[1] For comparison of Standard Industrial Classification-based product codes, Schedule B numbers, and TSUSA numbers, see table 5 of the January 1986 report, M37G(86)-1, issued April 1986.

[2] Source: Bureau of the Census report EM 546, U.S. Exports.

[3] These values are derived by use of adjustment factors to exclude freight, insurance, and other charges incurred in moving goods to the port of export. This adjustment is made to convert the values to an approximation of the producers' value of exported goods. The current adjustment factor, 0.9719 for industry group 372, is based on data for 1981 which are published in Origin of Exports of Manufactured Products, M81(AS)-5, appendix B.

[4] Source: Bureau of the Census reports IM 145-X, U.S. Imports for Consumption and General Imports, and IM 146, U.S. Imports for Consumption.

[5] Apparent consumption is derived by subtracting exports from the total of manufacturers' shipments plus imports.

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M 37 G(86)-3

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New Complete Aircraft and Aircraft Engines (Except Military)

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MARCH 1986
M37G(86)-3
Issued May 1986

U.S. Department of Commerce
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The statistics in this publication are based on a survey of manufacturers and represent total U.S. shipments of complete civil aircraft and aircraft engines. Estimates are included for companies whose reports were not received in time for tabulation.

A description of the survey methodology and related information may be found in the January 1986 report in this series, M37G(86)-1, issued April 1986.

Table 1. SUMMARY OF SHIPMENTS OF COMPLETE CIVIL AIRCRAFT AND AIRCRAFT ENGINES: 1984 TO 1986

(Value in thousands of dollars)

Month and year	Shipment of complete civil aircraft			Value of complete engines
	Number[1]	Value[1]	Total empty weight	
1986				
March	r199	1,443,481	(2)	207,340
February	r169	819,677	(2)	171,565
January	149	755,289	(2)	159,915
1985[3]				
December	255	2,046,182	7,712	352,286
November	180	769,396	3,111	231,448
October	205	1,119,997	4,533	239,042
September	217	777,925	2,882	212,139
August	176	857,820	3,343	177,656
July	193	931,094	3,668	145,621
June	268	1,025,475	4,025	234,398
May	208	825,265	3,495	167,074
April	226	1,067,653	4,267	158,139
March	287	1,036,936	4,398	214,651
February	219	974,752	3,747	154,940
January	190	410,916	1,969	176,240
1984[3]				
December	327	1,240,111	5,012	296,182
November	280	898,833	3,414	218,804
October	258	629,652	2,625	228,442
September	234	695,904	2,980	293,644
August	213	457,227	1,966	200,743
July	128	378,812	1,392	151,375
June	152	879,680	3,488	209,799
May	158	724,541	2,979	243,311
April	243	558,434	2,776	131,009
March	252	620,702	2,475	199,989

[r]Revised by 5 percent or more from previously published figures.

[1]Beginning with January 1986, complete civil aircraft does not include other civil aircraft and kits to avoid disclosing figures for individual companies.

[2]Data for "Total empty weight" were collected for prior years; however, these data will not be shown after 1985.

[3]Number represents fixed wing (powered) aircraft only.

Address inquiries concerning these figures to U.S. Department of Commerce, Bureau of the Census, Industry Division, Washington, D.C. 20233, or call Odelle S. Thomas, (301) 763-2824.

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Table 2. SHIPMENTS OF COMPLETE CIVIL AIRCRAFT

(Quantity in units; value in thousands of dollars)

Product code	Product description	Number of companies	March 1986		February 1986		March 1985	
			Quantity	Value	Quantity	Value	Quantity	Value
35215	Complete civil aircraft	17	[1] [b]199	[1] 1,443,481	[1] [r]169	[1] [a]819,677	(D)	1,036,936
	Civil aircraft (fixed wing, powered)	14	[a]153	1,384,318	[a] [r]131	[a]758,523	287	(D)
	Unladen weight not exceeding 2,000 kg (4,405 lbs.):							
37215 01	Single engine	6	[a]94	18,146	[r]93	[r]17,853	[2]	[2]
37215 03	Multiengine	2						
37215 05	Unladen weight exceeding 2,000 kg ((4,405 lbs.) but not exceeding 15,000 kg (33,040 lbs.)	6	[b]11	27,379	[b]8	[a]11,793		
37215 07	Unladen weight exceeding 15,000 kg (33,040 lbs.)	5	[a]48	1,336,793	[b]30	[a]728,877		
	Helicopters (rotary wing)	4	[c]46	[b]59,163	38	[b]61,154	34	51,714
37215 32	Unladen weight not exceeding 2,000 kg (4,405 lbs.)	3	[c]46	[b]59,163	38	[b]61,154	34	51,714
37215 34	Unladed weight exceeding 2,000 kg (4,405 lbs.)	3						
	Other civil aircraft (nonpowered) and kits	2	([1])	([1])	([1])	([1])	(D)	(D)
37215 35	Balloons, dirigibles, and airships	2	([1])	([1])	([1])	([1])	(D)	(D)
37215 37	Gliders, sailplanes	-	-	-	-	-		
37215 39	Other aircraft, including aircraft sold in kits (except hang gliders)	-	-	-	-	-	-	-

Note: The percent of estimation of each item is indicated as follows (see "Description of Survey" in the January 1986 report, M37G(86)-1, issued April 1986, for a discussion of estimation of missing reports): [a]15 to 25 percent of this item is estimated. [b]26 to 50 percent of this item is estimated. [c]Over 50 percent of this item is estimated.

- Represents zero. (D) Data withheld to avoid disclosing figures for individual companies. [r]Revised by 5 percent or more from previously published figures.

[1]Beginning with January 1986, complete civil aircraft does not include other civil aircraft and kits to avoid disclosing figures for individual companies.

[2]Detail prior to 1986 cannot be shown due to a change in format.

Table 3. QUANTITY AND VALUE OF SHIPMENTS OF COMPLETE CIVIL AIRCRAFT ENGINES

(Quantity in units; value in thousands of dollars)

Product code	Product description	Number of companies	March 1986		February 1986		March 1985	
			Quantity	Value	Quantity	Value	Quantity	Value
37242 00	Complete civil aircraft engines	8	661	207,340	658	171,565	800	214,651
37242 01	Spark-ignition reciprocating or rotary internal-combustion	3						
	Turbojet and turbofan:		[b]585	191,672	600	161,215		
37242 03	Of a thrust not exceeding 25 kN (5,620 lbs.)	2						
37242 05	Of a thrust exceeding 25 kN (5,620 lbs.)	3					800	214,651
	Turboshaft (turbo propeller):							
37242 07	Of a power not exceeding 1,100 kW (820 hp)	3	76	15,668	58	10,350		
37242 09	Of a power exceeding 1,100 kW (820 hp)	2						
37242 14	Other, including auxiliary power units excluding missile and space engines	-	-	-	-	-	-	-

See footnotes at end of table 2.

Table 4. SHIPMENTS, EXPORTS, IMPORTS, AND APPARENT CONSUMPTION OF COMPLETE AIRCRAFT AND AIRCRAFT ENGINES: MARCH 1986

(Quantity in units; value in thousands of dollars)

Product code[1]	Product description	Manufacturers' shipments		Exports of domestic merchandise[1,2]			Percent exports to manufacturers' shipments		Imports for consumption[1,4]		Apparent consumption[5]		Percent imports to apparent consumption	
		Quantity	Value (f.o.b. plant)	Quantity	Value at port	Estimated producers' value[3]	Quantity	Value	Quantity	Value in foreign country	Quantity	Value	Quantity	Value
	Civil aircraft (fixed wing, powered):													
	Unladen weight not exceeding 2,000 kg (4,405 lbs.):													
37215 01	Single engine	94	18,146	18	1,878	1,825	22	15	-	-	83	16,294	12	5
37215 03	Multiengine			3	912	886			10	859				
37215 05	Unladen weight exceeding 2,000 kg (4,405 lbs.) but not exceeding 15,000 kg (33,040 lbs.)	11	27,379	7	8,391	8,155	64	30	9	38,986	13	58,210	69	67
37215 07	Unladen weight exceeding 15,000 kg (33,040 lbs.)	48	1,338,793	19	846,832	823,036	40	61	2	46,052	31	561,809	6	8
	Helicopters (rotary wing):													
37215 32	Unladen weight not exceeding 2,000 kg (4,405 lbs.)	46	59,163	16	29,556	28,725	35	49	2	951	32	31,389	6	3
37215 34	Unladen weight exceeding 2,000 kg (4,405 lbs.)													
	Other civil aircraft (nonpowered) and kits:													
37215 35	Balloons, dirigibles, and airships	(D)	(D)	-	6,118	5,946	(NA)	(NA)	11	331	(NA)	(NA)	(NA)	(NA)
37215 37	Gliders, sailplanes													
37215 39	Other aircraft, including aircraft sold in kits (except hang gliders)													
	Civil aircraft engines:													
37242 01	Spark-ignition reciprocating or rotary internal-combustion	661	207,340	78	45,584	44,303	12	21	413	192,541	996	355,578	41	54
	Turbojet and turbofan:													
37242 03	Of a thrust not exceeding 25 kN (5,620 lbs.)													
37242 05	Of a thrust exceeding 25 kN (5,620 lbs.)													
	Turboshaft (turbo propeller):													
37242 07	Of a power not exceeding 1,100 kW (820 hp)													
37242 09	Of a power exceeding 1,100 kW (820 hp)													
37242 14	Other, including auxiliary power units excluding missile and space engines													

- Represents zero. (D) Data withheld to avoid disclosing figures for individual companies. (NA) Not available.

[1] For comparison of Standard Industrial Classification-based product codes, Schedule B numbers, and TSUSA numbers, see table 5 of the January 1986 report, M37C(86)-1, issued April 1986.

[2] Source: Bureau of the Census report EM 546, U.S. Exports.

[3] These values are derived by use of adjustment factors to exclude freight, insurance, and other charges incurred in moving goods to the port of export. This adjustment is made to convert the values to an approximation of the producers' value of exported goods. The current adjustment factor, 0.9719 for industry group 372, is based on data for 1981 which are published in Origin of Exports of Manufactured Products, MA1(AS)-5, appendix B.

[4] Source: Bureau of the Census reports IM 145-X, U.S. Imports for Consumption and General Imports, and IM 146, U.S. Imports for Consumption.

[5] Apparent consumption is derived by subtracting exports from the total of manufacturers' shipments plus imports.

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The statistics in this publication are based on a survey of manufacturers and represent total U.S. shipments of complete civil aircraft and aircraft engines. Estimates are included for companies whose reports were not received in time for tabulation. A description of the survey methodology and related information may be found in the January 1986 report in this series, M37G(86)-1, issued April 1986.

Table 1. SUMMARY OF SHIPMENTS OF COMPLETE CIVIL AIRCRAFT AND AIRCRAFT ENGINES: 1984 TO 1986

(Value in thousands of dollars)

Month and year	Shipment of complete civil aircraft			Value of complete engines
	Number[1]	Value[1]	Total empty weight	
1986				
April	189	930,974	(2)	232,338
March	205	r1,337,150	(2)	206,464
February	169	819,677	(2)	171,565
January	149	755,289	(2)	159,915
1985[3]				
December	246	2,181,251	7,306	354,346
November	166	694,544	2,643	233,179
October	185	1,003,064	3,776	239,069
September	195	706,866	2,376	212,245
August	163	773,563	2,830	177,782
July	176	787,848	3,147	145,699
June	249	892,143	3,474	234,494
May	192	750,350	2,961	167,186
April	210	983,366	3,719	158,166
March	272	961,691	3,889	214,704
February	217	868,312	3,256	155,069
January	186	336,833	1,495	176,373
1984[3]				
December	327	1,240,111	5,012	296,182
November	280	898,833	3,414	218,804
October	258	629,652	2,625	228,442
September	234	695,904	2,980	293,644
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May	158	724,541	2,979	243,311
April	243	558,434	2,776	131,009

rRevised by 5 percent or more from previously published figures.

[1]Beginning with January 1986, complete civil aircraft does not include other civil aircraft and kits to avoid disclosing figures for individual companies.

[2]Data for "Total empty weight" were collected for prior years; however, these data will not be shown after 1985.

[3]Number represents fixed wing (powered) aircraft only.

Address inquiries concerning these figures to U.S. Department of Commerce, Bureau of the Census, Industry Division, Washington, D.C. 20233, or call Paula Schmidt, (301) 763-5194.

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Table 2. SHIPMENTS OF COMPLETE CIVIL AIRCRAFT

(Quantity in units; value in thousands of dollars)

Product code	Product description	Number of companies	April 1986		March 1986		April 1985	
			Quantity	Value	Quantity	Value	Quantity	Value
35215	Complete civil aircraft[1]	16	189	930,974	[a]205	1,337,150	(D)	983,366
	Civil aircraft (fixed wing, powered)	13	(D)	(D)	159	1,277,987	210	(D)
	Unladen weight not exceeding 2,000 kg (4,405 lbs.):							
37215 01	Single engine	6	103	11,650	[a]94	18,146	[2]	[2]
37215 03	Multiengine	2	(D)	(D)				
37215 05	Unladen weight exceeding 2,000 kg ((4,405 lbs.) but not exceeding 15,000 kg (33,040 lbs.)	5	53	894,130	65	1,259,841		
37215 07	Unladen weight exceeding 15,000 kg (33,040 lbs.)	4						
	Helicopters (rotary wing)	3	(D)	(D)	[a]46	59,163	18	25,840
37215 32	Unladen weight not exceeding 2,000 kg (4,405 lbs.)	3	(D)	(D)	[a]46	59,163	18	25,840
37215 34	Unladed weight exceeding 2,000 kg (4,405 lbs.)	1						
	Other civil aircraft (nonpowered) and kits	2	(1)	(1)	(1)	(1)	(D)	(D)
37215 35	Balloons, dirigibles, and airships	2	(1)	(1)	(1)	(1)	(D)	(D)
37215 37	Gliders, sailplanes	-	-	-	-	-	(D)	(D)
37215 39	Other aircraft, including aircraft sold in kits (except hang gliders)	-	-	-	-	-	-	-

Note: The percent of estimation of each item is indicated as follows (see "Description of Survey" in the January 1986 report, M37G(86)-1, issued April 1986, for a discussion of estimation of missing reports): [a]15 to 25 percent of this item is estimated. [b]26 to 50 percent of this item is estimated.

- Represents zero. (D) Data withheld to avoid disclosing figures for individual companies.

[1]Beginning with January 1986, complete civil aircraft does not include other civil aircraft and kits to avoid disclosing figures for individual companies.

[2]Detail prior to 1986 cannot be shown due to a change in format.

Table 3. QUANTITY AND VALUE OF SHIPMENTS OF COMPLETE CIVIL AIRCRAFT ENGINES

(Quantity in units; value in thousands of dollars)

Product code	Product description	Number of companies	April 1986		March 1986		April 1985	
			Quantity	Value	Quantity	Value	Quantity	Value
37242 00	Complete civil aircraft engines	8	606	232,338	661	206,464	750	158,166
37242 01	Spark-ignition reciprocating or rotary internal-combustion	3						
	Turbojet and turbofan:		551	217,922	[b]585	191,887		
37242 03	Of a thrust not exceeding 25 kN (5,620 lbs.)	1						
37242 05	Of a thrust exceeding 25 kN (5,620 lbs.)	3					750	158,166
	Turboshaft (turbo propeller):							
37242 07	Of a power not exceeding 1,100 kW (820 hp)	3	55	14,346	76	14,577		
37242 09	Of a power exceeding 1,100 kW (820 hp)	2						
37242 14	Other, including auxiliary power units excluding missile and space engines	-	-	-	-	-	-	-

See footnotes at end of table 2.

Table 4. SHIPMENTS, EXPORTS, IMPORTS, AND APPARENT CONSUMPTION OF COMPLETE AIRCRAFT AND AIRCRAFT ENGINES: APRIL 1986

(Quantity in units; value in thousands of dollars)

Product code[1]	Product description	Manufacturers' shipments		Exports of domestic merchandise[1,2]			Percent exports to manufacturers' shipments		Imports for consumption[1,4]		Apparent consumption[5]		Percent imports to apparent consumption	
		Quantity	Value (f.o.b. plant)	Quantity	Value at port	Estimated producers' value[3]	Quantity	Value	Quantity	Value in foreign country	Quantity	Value	Quantity	Value
	Civil aircraft (fixed wing, powered):													
	Unladen weight not exceeding 2,000 kg (4,405 lbs.):													
37215 01	Single engine	103	11,650	28	3,155	2,917	27	25	5	2,080	80	10,813	6	19
37215 03	Multiengine	(D)	(D)	4	460	425	(NA)	(NA)	1	62	(NA)	(NA)	(NA)	(NA)
37215 05	Unladen weight exceeding 2,000 kg (4,405 lbs.) but not exceeding 15,000 kg (33,040 lbs.)	53	894,130	15	11,009	10,179	45	50	20	111,338	57	788,611	49	43
37215 07	Unladen weight exceeding 15,000 kg (33,040 lbs.)			9	468,421	433,102			8	226,424				
	Helicopters (rotary wing):													
37215 32	Unladen weight not exceeding 2,000 kg (4,405 lbs.)	(D)	(D)	10	24,271	22,441	(NA)	(NA)	4	1,704	(NA)	(NA)	(NA)	(NA)
37215 34	Unladen weight exceeding 2,000 kg (4,405 lbs.)													
	Other civil aircraft (nonpowered) and kits:													
37215 35	Balloons, dirigibles, and airships	(D)	(D)	-	21,764	20,123	(NA)	(NA)	18	73	(NA)	(NA)	(NA)	(NA)
37215 37	Gliders, sailplanes													
37215 39	Other aircraft, including aircraft sold in kits (except hang gliders)													
	Civil aircraft engines:													
37242 01	Spark-ignition reciprocating or rotary internal-combustion	606	232,338	33	42,335	39,143	5	17	709	181,689	1,282	374,884	55	48
	Turbojet and turbofan:													
37242 03	Of a thrust not exceeding 25 kN (5,620 lbs.)													
37242 05	Of a thrust exceeding 25 kN (5,620 lbs.)													
	Turboshaft (turbo propeller):													
37242 07	Of a power not exceeding 1,100 kW (820 hp)													
37242 09	Of a power exceeding 1,100 kW (820 hp)													
37242 14	Other, including auxiliary power units excluding missile and space engines													

- Represents zero. (D) Data withheld to avoid disclosing figures for individual companies. (NA) Not available.

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[2] Source: Bureau of the Census report EM 546, U.S. Exports.

[3] These values are derived by use of adjustment factors to exclude freight, insurance, and other charges incurred in moving goods to the port of export. This adjustment is made to convert the values to an approximation of the producers' value of exported goods. The current adjustment factor, 0.9246 for industry group 372, is based on data for 1983 which are published in Origin of Exports of Manufactured Products, M83(AS)-5, appendix B.

[4] Source: Bureau of the Census reports IM 145, U.S. Imports for Consumption and General Imports, and IM 146, U.S. Imports for Consumption.

[5] Apparent consumption is derived by subtracting exports from the total of manufacturers' shipments plus imports.

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A description of the survey methodology and related information may be found in the January 1986 report in this series, M37G(86)-1, issued April 1986.

Table 1. SUMMARY OF SHIPMENTS OF COMPLETE CIVIL AIRCRAFT AND AIRCRAFT ENGINES: 1984 TO 1986

(Value in thousands of dollars)

Month and year	Shipment of complete civil aircraft			Value of complete engines
	Number[1]	Value[1]	Total empty weight	
1986				
May	182	1,137,279	(2)	209,939
April	197	925,546	(2)	232,268
March	205	1,337,150	(2)	206,464
February	169	819,677	(2)	171,565
January	149	755,289	(2)	159,915
1985[3]				
December	246	2,181,251	7,306	354,346
November	166	694,544	2,643	233,179
October	185	1,003,064	3,776	239,069
September	195	706,866	2,376	212,245
August	163	773,563	2,830	177,782
July	176	787,848	3,147	145,699
June	249	892,143	3,474	234,494
May	192	750,350	2,961	167,186
April	210	983,366	3,719	158,166
March	272	961,691	3,889	214,704
February	217	868,312	3,256	155,069
January	186	336,833	1,495	176,373
1984[3]				
December	327	1,240,111	5,012	296,182
November	280	898,833	3,414	218,804
October	258	629,652	2,625	228,442
September	234	695,904	2,980	293,644
August	213	457,227	1,966	200,743
July	128	378,812	1,392	151,375
June	152	879,680	3,488	209,799
May	158	724,541	2,979	243,311
April	243	558,434	2,776	131,009

[1]Beginning with January 1986, complete civil aircraft does not include other civil aircraft and kits to avoid disclosing figures for individual companies.
[2]Data for "Total empty weight" were collected for prior years; however, these data will not be shown after 1985.
[3]Number represents fixed wing (powered) aircraft only.

Address inquiries concerning these figures to U.S. Department of Commerce, Bureau of the Census, Industry Division, Washington, D.C. 20233, or call Paula Schmidt, (301) 763-5194.
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Table 2. SHIPMENTS OF COMPLETE CIVIL AIRCRAFT

(Quantity in units; value in thousands of dollars)

Product code	Product description	Number of companies	May 1986		April 1986		May 1985	
			Quantity	Value	Quantity	Value	Quantity	Value
35215	Complete civil aircraft[1]	19	182	1,137,279	197	925,546	(D)	750,350
	Civil aircraft (fixed wing, powered)	13	152	1,097,381	(D)	(D)	192	(D)
	Unladen weight not exceeding 2,000 kg (4,405 lbs.):							
37215 01	Single engine	6	[a]86	19,698	103	11,650	(2)	(2)
37215 03	Multiengine	2			(D)	(D)		
37215 05	Unladen weight exceeding 2,000 kg ((4,405 lbs.) but not exceeding 15,000 kg (33,040 lbs.)	6	[b]66	1,077,683	53	888,020		
37215 07	Unladen weight exceeding 15,000 kg (33,040 lbs.)	4						
	Helicopters (rotary wing)	5	[b]30	39,898	(D)	(D)	(D)	(D)
37215 32	Unladen weight not exceeding 2,000 kg (4,405 lbs.)	3	[b]30	39,898	(D)	(D)	(D)	(D)
37215 34	Unladed weight exceeding 2,000 kg (4,405 lbs.)	3						
	Other civil aircraft (nonpowered) and kits	2	(1)	(1)	(1)	(1)	(D)	(D)
37215 35	Balloons, dirigibles, and airships	2	(1)	(1)	(1)	(1)	(D)	(D)
37215 37	Gliders, sailplanes	-	-	-	-	-	(D)	(D)
37215 39	Other aircraft, including aircraft sold in kits (except hang gliders)	-	-	-	-	-	-	-

Note: The percent of estimation of each item is indicated as follows (see "Description of Survey" in the January 1986 report, M37G(86)-1, issued April 1986, for a discussion of estimation of missing reports): [a]15 to 25 percent of this item is estimated. [b]26 to 50 percent of this item is estimated.

- Represents zero. (D) Data withheld to avoid disclosing figures for individual companies.

[1]Beginning with January 1986, complete civil aircraft does not include other civil aircraft and kits to avoid disclosing figures for individual companies.

[2]Detail prior to 1986 cannot be shown due to a change in format.

Table 3. QUANTITY AND VALUE OF SHIPMENTS OF COMPLETE CIVIL AIRCRAFT ENGINES

(Quantity in units; value in thousands of dollars)

Product code	Product description	Number of companies	May 1986		April 1986		May 1985	
			Quantity	Value	Quantity	Value	Quantity	Value
37242 00	Complete civil aircraft engines	7	599	209,939	612	232,268	621	167,186
37242 01	Spark-ignition reciprocating or rotary internal-combustion	3						
	Turbojet and turbofan:		520	194,422	551	217,922	621	167,186
37242 03	Of a thrust not exceeding 25 kN (5,620 lbs.)	1						
37242 05	Of a thrust exceeding 25 kN (5,620 lbs.)	3						
	Turboshaft (turbo propeller):							
37242 07	Of a power not exceeding 1,100 kW (820 hp)	3	79	15,517	61	14,346		
37242 09	Of a power exceeding 1,100 kW (820 hp)	1						
37242 14	Other, including auxiliary power units excluding missile and space engines	-	-	-	-	-	-	-

See footnotes at end of table 2.

Table 4. SHIPMENTS, EXPORTS, IMPORTS, AND APPARENT CONSUMPTION OF COMPLETE AIRCRAFT AND AIRCRAFT ENGINES: MAY 1986

(Quantity in units; value in thousands of dollars)

Product code[1]	Product description	Manufacturers' shipments		Exports of domestic merchandise[1,2]			Percent exports to manufacturers' shipments		Imports for consumption[1,4]		Apparent consumption[5]		Percent imports to apparent consumption	
		Quantity	Value (f.o.b. plant)	Quantity	Value at port	Estimated producers' value[3]	Quantity	Value	Quantity	Value in foreign country	Quantity	Value	Quantity	Value
	Civil aircraft (fixed wing, powered):													
	Unladen weight not exceeding 2,000 kg (4,405 lbs.):													
37215 01	Single engine	86	19,698	31	3,085	2,852	43	19	9	726	59	16,893	17	5
37215 03	Multiengine			6	932	862			1	183				
37215 05	Unladen weight exceeding 2,000 kg (4,405 lbs.) but not exceeding 15,000 kg (33,040 lbs.)													
37215 07	Unladen weight exceeding 15,000 kg (33,040 lbs.)	66	1,077,683	15	29,844	27,394	39	29	20	105,912	95	765,755	26	20
				11	307,521	284,334			5	151,617				
	Helicopters (rotary wing):													
37215 32	Unladen weight not exceeding 2,000 kg (4,405 lbs.)	30	39,898	12	33,973	31,411	40	79	3	1,616	21	10,103	14	16
37215 34	Unladen weight exceeding 2,000 kg (4,405 lbs.)													
	Other civil aircraft (nonpowered) and kits:													
37215 35	Balloons, dirigibles, and airships	(D)	(D)	-	3,821	3,533	(NA)	(NA)	15	194	(NA)	(NA)	(NA)	(NA)
37215 37	Gliders, sailplanes													
37215 39	Other aircraft, including aircraft sold in kits (except hang gliders)													
	Civil aircraft engines:													
37242 01	Spark-ignition reciprocating or rotary internal-combustion	599	209,939	53	40,637	37,573	9	18	338	105,504	884	277,870	38	38
	Turbojet and turbofan:													
37242 03	Of a thrust not exceeding 25 kN (5,620 lbs.)													
37242 05	Of a thrust exceeding 25 kN (5,620 lbs.)													
	Turboshaft (turbo propeller):													
37242 07	Of a power not exceeding 1,100 kW (820 hp)													
37242 09	Of a power exceeding 1,100 kW (820 hp)													
37242 14	Other, including auxiliary power units excluding missile and space engines													

- Represents zero. (D) Data withheld to avoid disclosing figures for individual companies. (NA) Not available.

[1] For comparison of Standard Industrial Classification-based product codes, Schedule B numbers, and TSUSA numbers, see table 5 of the January 1986 report, M37C(86)-1, issued April 1986.

[2] Source: Bureau of the Census report EM 546, U.S. Exports.

[3] These values are derived by use of adjustment factors to exclude freight, insurance, and other charges incurred in moving goods to the port of export. This adjustment is made to convert the values to an approximation of the producers' value of exported goods. The current adjustment factor, 0.9246 for industry group 372, is based on data for 1983 which are published in Origin of Exports of Manufactured Products, M83(AS)-5, appendix B.

[4] Source: Bureau of the Census reports IM 145-X, U.S. Imports for Consumption and General Imports, and IM 146, U.S. Imports for Consumption.

[5] Apparent consumption is derived by subtracting exports from the total of manufacturers' shipments plus imports.

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JUNE 1986

M37G(86)-6
Issued August 1986

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The statistics in this publication are based on a survey of manufacturers and represent total U.S. shipments of complete civil aircraft and aircraft engines. Estimates are included for companies whose reports were not received in time for tabulation. A description of the survey methodology and related information may be found in the January 1986 report in this series, M37G(86)-1, issued April 1986.

Table 1. SUMMARY OF SHIPMENTS OF COMPLETE CIVIL AIRCRAFT AND AIRCRAFT ENGINES: 1984 TO 1986

(Value in thousands of dollars)

Month and year	Shipment of complete civil aircraft			Value of complete engines
	Number[1]	Value[1]	Total empty weight	
1986				
June	204	1,063,033	(2)	281,334
May	182	1,138,697	(2)	209,939
April	197	925,546	(2)	232,268
March	205	1,337,150	(2)	206,464
February	169	819,677	(2)	171,565
January	149	755,289	(2)	159,915
1985[3]				
December	246	2,181,251	7,306	354,346
November	166	694,544	2,643	233,179
October	185	1,003,064	3,776	239,069
September	195	706,866	2,376	212,245
August	163	773,563	2,830	177,782
July	176	787,848	3,147	145,699
June	249	892,143	3,474	234,494
May	192	750,350	2,961	167,186
April	210	983,366	3,719	158,166
March	272	961,691	3,889	214,704
February	217	868,312	3,256	155,069
January	186	336,833	1,495	176,373
1984[3]				
December	327	1,240,111	5,012	296,182
November	280	898,833	3,414	218,804
October	258	629,652	2,625	228,442
September	234	695,904	2,980	293,644
August	213	457,227	1,966	200,743
July	128	378,812	1,392	151,375
June	152	879,680	3,488	209,799
May	158	724,541	2,979	243,311
April	243	558,434	2,776	131,009

[1] Beginning with January 1986, complete civil aircraft does not include other civil aircraft and kits to avoid disclosing figures for individual companies.
[2] Data for "Total empty weight" were collected for prior years; however, these data will not be shown after 1985.
[3] Number represents fixed wing (powered) aircraft only.

Address inquiries concerning these figures to U.S. Department of Commerce, Bureau of the Census, Industry Division, Washington, D.C. 20233, or call Paula Schmidt, (301) 763-5194.

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Table 2. SHIPMENTS OF COMPLETE CIVIL AIRCRAFT

(Quantity in units; value in thousands of dollars)

Product code	Product description	Number of companies	June 1986 Quantity	June 1986 Value	May 1986 Quantity	May 1986 Value	June 1985 Quantity	June 1985 Value
35215	Complete civil aircraft[1]	18	[a]204	1,063,033	[a]182	1,138,697	(D)	892,143
	Civil aircraft (fixed wing, powered)	13	[a]163	1,024,239	[a]152	1,098,721	249	(D)
	Unladen weight not exceeding 2,000 kg (4,405 lbs.):							
37215 01	Single engine	6	[a]106	24,918	[a]86	[r]21,038	(2)	(2)
37215 03	Multiengine	2						
37215 05	Unladen weight exceeding 2,000 kg ((4,405 lbs.) but not exceeding 15,000 kg (33,040 lbs.)	6	[b]57	999,321	[b]66	1,077,683		
37215 07	Unladen weight exceeding 15,000 kg (33,040 lbs.)	4						
	Helicopters (rotary wing)	4	41	38,794	30	39,976	(D)	(D)
37215 32	Unladen weight not exceeding 2,000 kg (4,405 lbs.)	2	41	38,794	30	39,976		
37215 34	Unladed weight exceeding 2,000 kg (4,405 lbs.)	3						
	Other civil aircraft (nonpowered) and kits	2	(1)	(1)	(1)	(1)	(D)	(D)
37215 35	Balloons, dirigibles, and airships	2	(1)	(1)	(1)	(1)	(D)	(D)
37215 37	Gliders, sailplanes	-	-	-	-	-	(D)	(D)
37215 39	Other aircraft, including aircraft sold in kits (except hang gliders)	-	-	-	-	-	-	-

Note: The percent of estimation of each item is indicated as follows (see "Description of Survey" in the January 1986 report, M37G(86)-1, issued April 1986, for a discussion of estimation of missing reports): [a]15 to 25 percent of this item is estimated. [b]26 to 50 percent of this item is estimated.

- Represents zero. (D) Data withheld to avoid disclosing figures for individual companies. [r]Revised by 5 percent or more from previously published figures.

[1]Beginning with January 1986, complete civil aircraft does not include other civil aircraft and kits to avoid disclosing figures for individual companies.

[2]Detail prior to 1986 cannot be shown due to a change in format.

Table 3. QUANTITY AND VALUE OF SHIPMENTS OF COMPLETE CIVIL AIRCRAFT ENGINES

(Quantity in units; value in thousands of dollars)

Product code	Product description	Number of companies	June 1986 Quantity	June 1986 Value	May 1986 Quantity	May 1986 Value	June 1985 Quantity	June 1985 Value
37242 00	Complete civil aircraft engines	8	711	281,334	599	209,939	684	234,494
37242 01	Spark-ignition reciprocating or rotary internal-combustion	3	645	267,379	520	194,422	684	234,494
	Turbojet and turbofan:							
37242 03	Of a thrust not exceeding 25 kN (5,620 lbs.)	1						
37242 05	Of a thrust exceeding 25 kN (5,620 lbs.)	3						
	Turboshaft (turbo propeller):							
37242 07	Of a power not exceeding 1,100 kW (820 hp)	3	66	13,955	79	15,517		
37242 09	Of a power exceeding 1,100 kW (820 hp)	3						
37242 10	Other, including auxiliary power units excluding missile and space engines	-	-	-	-	-	-	-

See footnotes at end of table 2.

Table 4. SHIPMENTS, EXPORTS, IMPORTS, AND APPARENT CONSUMPTION OF COMPLETE AIRCRAFT AND AIRCRAFT ENGINES: JUNE 1986

(Quantity in units; value in thousands of dollars)

Product code[1]	Product description	Manufacturers' shipments		Exports of domestic merchandise[1,2]			Percent exports to manufacturers' shipments		Imports for consumption[1,4]		Apparent consumption[5]		Percent imports to apparent consumption	
		Quantity	Value (f.o.b. plant)	Quantity	Value at port	Estimated producers' value[3]	Quantity	Value	Quantity	Value in foreign country	Quantity	Value	Quantity	Value
	Civil aircraft (fixed wing, powered):													
	Unladen weight not exceeding 2,000 kg (4,405 lbs.):													
37215 01	Single engine	106	24,918	46	2,712	2,508	67	15	5	329	61	21,404	8	2
37215 03	Multiengine			4	1,444	1,335			-	-				
37215 05	Unladen weight exceeding 2,000 kg (4,405 lbs.) but not exceeding 15,000 kg (33,040 lbs.)	57	999,321	9	12,870	11,900	44	61	19	109,874	54	536,702	41	28
37215 07	Unladen weight exceeding 15,000 kg (33,040 lbs.)			16	651,507	602,383			3	41,790				
	Helicopters (rotary wing):													
37215 32	Unladen weight not exceeding 2,000 kg (4,405 lbs.)	41	38,794	22	13,758	12,721	54	33	5	5,122	24	31,195	21	16
37215 34	Unladen weight exceeding 2,000 kg (4,405 lbs.)													
	Other civil aircraft (nonpowered) and kits:													
37215 35	Balloons, dirigibles, and airships	(D)	(D)	-	3,906	3,611	(NA)	(NA)	63	221	(NA)	(NA)	(NA)	(NA)
37215 37	Gliders, sailplanes													
37215 39	Other aircraft, including aircraft sold in kits (except hang gliders)													
	Civil aircraft engines:													
37242 01	Spark-ignition reciprocating or rotary internal-combustion	711	267,379	46	40,146	37,119	6	14	298	63,691	963	293,951	31	22
	Turbojet and turbofan:													
37242 03	Of a thrust not exceeding 25 kN (5,620 lbs.)													
37242 05	Of a thrust exceeding 25 kN (5,620 lbs.)													
	Turboshaft (turbo propeller):													
37242 07	Of a power not exceeding 1,100 kW (820 hp)													
37242 09	Of a power exceeding 1,100 kW (820 hp)													
37242 14	Other, including auxiliary power units excluding missile and space engines													

- Represents zero. (D) Data withheld to avoid disclosing figures for individual companies. (NA) Not available.

[1] For comparison of Standard Industrial Classification-based product codes, Schedule B numbers, and TSUSA numbers, see table 5 of the January 1986 report, M37C(86)-1, issued April 1986.

[2] Source: Bureau of the Census report EM 546, U.S. Exports.

[3] These values are derived by use of adjustment factors to exclude freight, insurance, and other charges incurred in moving goods to the port of export. This adjustment is made to convert the values to an approximation of the producers' value of exported goods. The current adjustment factor, 0.9246 for industry group 372, is based on data for 1983 which are published in Origin of Exports of Manufactured Products, M83(AS)-5, appendix B.

[4] Source: Bureau of the Census reports IM 145-K, U.S. Imports for Consumption and General Imports, and IM 146, U.S. Imports for Consumption.

[5] Apparent consumption is derived by subtracting exports from the total of manufacturers' shipments plus imports.

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JULY 1986

M37G(86)-7
Issued September 1986

The statistics in this publication are based on a survey of manufacturers and represent total U.S. shipments of complete civil aircraft and aircraft engines. Estimates are included for companies whose reports were not received in time for tabulation. A description of the survey methodology and related information may be found in the January 1986 report in this series, M37G(86)-1, issued April 1986.

Table 1. SUMMARY OF SHIPMENTS OF COMPLETE CIVIL AIRCRAFT AND AIRCRAFT ENGINES: 1984 TO 1986

(Value in thousands of dollars)

Month and year	Shipment of complete civil aircraft			Value of complete engines
	Number[1]	Value[1]	Total empty weight	
1986				
July	196	1,134,154	(2)	210,734
June	204	1,063,033	(2)	281,334
May	182	1,138,697	(2)	209,939
April	197	925,546	(2)	232,268
March	205	1,337,150	(2)	206,464
February	169	819,677	(2)	171,565
January	149	755,289	(2)	159,915
1985[3]				
December	246	2,181,251	7,306	354,346
November	166	694,544	2,643	233,179
October	185	1,003,064	3,776	239,069
September	195	706,866	2,376	212,245
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June	249	892,143	3,474	234,494
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March	272	961,691	3,889	214,704
February	217	868,312	3,256	155,069
January	186	336,833	1,495	176,373
1984[3]				
December	327	1,240,111	5,012	296,182
November	280	898,833	3,414	218,804
October	258	629,652	2,625	228,442
September	234	695,904	2,980	293,644
August	213	457,227	1,966	200,743

[1]Beginning with January 1986, complete civil aircraft does not include other civil aircraft and kits to avoid disclosing figures for individual companies.

[2]Data for "Total empty weight" were collected for prior years; however, these data will not be shown after 1985.

[3]Number represents fixed wing (powered) aircraft only.

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Table 2. SHIPMENTS OF COMPLETE CIVIL AIRCRAFT

(Quantity in units; value in thousands of dollars)

Product code	Product description	Number of companies	July 1986		June 1986		July 1985	
			Quantity	Value	Quantity	Value	Quantity	Value
35215	Complete civil aircraft[1]	18	[a]196	1,134,154	[a]204	1,063,033	(D)	787,848
	Civil aircraft (fixed wing, powered)	13	[a]170	1,091,470	[a]163	1,024,239	176	(D)
	Unladen weight not exceeding 2,000 kg (4,405 lbs.):							
37215 01	Single engine	6	[a]110	22,424	[a]106	24,918	[2]	[2]
37215 03	Multiengine	2						
37215 05	Unladen weight exceeding 2,000 kg (4,405 lbs.) but not exceeding 15,000 kg (33,040 lbs.)	6	[b]60	1,069,046	[b]57	999,321		
37215 07	Unladen weight exceeding 15,000 kg (33,040 lbs.)	3						
	Helicopters (rotary wing)	4	26	42,684	41	38,794	26	23,606
37215 32	Unladen weight not exceeding 2,000 kg (4,405 lbs.)	2	26	42,684	41	38,794	26	23,606
37215 34	Unladed weight exceeding 2,000 kg (4,405 lbs.)	3						
	Other civil aircraft (nonpowered) and kits	2	(1)	(1)	(1)	(1)	(D)	(D)
37215 35	Balloons, dirigibles, and airships	2	(1)	(1)	(1)	(1)	(D)	(D)
37215 37	Gliders, sailplanes	-	-	-	-	-	(D)	(D)
37215 39	Other aircraft, including aircraft sold in kits (except hang gliders)	-	-	-	-	-	-	-

Note: The percent of estimation of each item is indicated as follows (see "Description of Survey" in the January 1986 report, M37C(86)-1, issued April 1986, for a discussion of estimation of missing reports): [a]15 to 25 percent of this item is estimated. [b]26 to 50 percent of this item is estimated.

- Represents zero. (D) Data withheld to avoid disclosing figures for individual companies.

[1] Beginning with January 1986, complete civil aircraft does not include other civil aircraft and kits to avoid disclosing figures for individual companies.

[2] Detail prior to 1986 cannot be shown due to a change in format.

Table 3. QUANTITY AND VALUE OF SHIPMENTS OF COMPLETE CIVIL AIRCRAFT ENGINES

(Quantity in units; value in thousands of dollars)

Product code	Product description	Number of companies	July 1986		June 1986		July 1985	
			Quantity	Value	Quantity	Value	Quantity	Value
37242 00	Complete civil aircraft engines	8	662	210,734	711	281,334	677	145,699
37242 01	Spark-ignition reciprocating or rotary internal-combustion	3						
	Turbojet and turbofan:		561	188,651	645	267,379		
37242 03	Of a thrust not exceeding 25 kN (5,620 lbs.)	1						
37242 05	Of a thrust exceeding 25 kN (5,620 lbs.)	3					677	145,699
	Turboshaft (turbo propeller):							
37242 07	Of a power not exceeding 1,100 kW (820 hp)	3	101	22,083	66	13,955		
37242 09	Of a power exceeding 1,100 kW (820 hp)	2						
37242 14	Other, including auxiliary power units excluding missile and space engines	-	-	-	-	-	-	-

See footnotes at end of table 2.

Table 4. SHIPMENTS, EXPORTS, IMPORTS, AND APPARENT CONSUMPTION OF COMPLETE AIRCRAFT AND AIRCRAFT ENGINES: JULY 1986

(Quantity in units; value in thousands of dollars)

Product code[1]	Product description	Manufacturers' shipments		Exports of domestic merchandise[1,2]			Percent exports to manufacturers' shipments		Imports for consumption[1,4]		Apparent consumption[5]		Percent imports to apparent consumption	
		Quantity	Value (f.o.b. plant)	Quantity	Value at port	Estimated producers' value[3]	Quantity	Value	Quantity	Value in foreign country	Quantity	Value	Quantity	Value
	Civil aircraft (fixed wing, powered):													
	Unladen weight not exceeding 2,000 kg (4,405 lbs.):													
37215 01	Single engine	110	22,424	17	1,692	1,564	25	15	16	623	99	19,588	16	3
37215 03	Multiengine			10	2,050	1,895			-	-				
37215 05	Unladen weight exceeding 2,000 kg (4,405 lbs.) but not exceeding 15,000 kg (33,040 lbs.)	60	1,069,046	18	26,734	24,718	55	59	20	99,336	51	613,897	47	28
37215 07	Unladen weight exceeding 15,000 kg (33,040 lbs.)			15	653,757	604,464			4	74,697				
	Helicopters (rotary wing):													
37215 32	Unladen weight not exceeding 2,000 kg (4,405 lbs.)	26	42,684	16	20,062	18,549	62	43	5	4,071	15	28,206	33	14
37215 34	Unladen weight exceeding 2,000 kg (4,405 lbs.)													
	Other civil aircraft (nonpowered) and kits:													
37215 35	Balloons, dirigibles, and airships	(D)	(D)	-	5,784	5,348	(NA)	(NA)	9	212	(NA)	(NA)	(NA)	(NA)
37215 37	Gliders, sailplanes													
37215 39	Other aircraft, including aircraft sold in kits (except hang gliders)													
	Civil aircraft engines:													
37242 01	Spark-ignition reciprocating or rotary internal-combustion	662	210,734	54	54,703	50,578	8	24	485	78,423	1,093	238,579	44	33
	Turbojet and turbofan:													
37242 03	Of a thrust not exceeding 25 kN (5,620 lbs.)													
37242 05	Of a thrust exceeding 25 kN (5,620 lbs.)													
	Turboshaft (turbo propeller):													
37242 07	Of a power not exceeding 1,100 kW (820 hp)													
37242 09	Of a power exceeding 1,100 kW (820 hp)													
37242 14	Other, including auxiliary power units excluding missile and space engines													

- Represents zero. (D) Data withheld to avoid disclosing figures for individual companies. (NA) Not available.

[1] For comparison of Standard Industrial Classification-based product codes, Schedule B numbers, and TSUSA numbers, see table 5 of the January 1986 report, M37C(86)-1, issued April 1986.

[2] Source: Bureau of the Census report EM 546, U.S. Exports.

[3] These values are derived by use of adjustment factors to exclude freight, insurance, and other charges incurred in moving goods to the port of export. This adjustment is made to convert the values to an approximation of the producers' value of exported goods. The current adjustment factor, 0.9246 for industry group 372, is based on data for 1983 which are published in Origin of Exports of Manufactured Products, MA3(AS)-5, appendix B.

[4] Source: Bureau of the Census reports IM 145-X, U.S. Imports for Consumption and General Imports, and IM 146, U.S. Imports for Consumption.

[5] Apparent consumption is derived by subtracting exports from the total of manufacturers' shipments plus imports.

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M 37 G (86-)-8

CURRENT INDUSTRIAL REPORTS

New Complete Aircraft and Aircraft Engines (Except Military)

AUGUST 1986

M37G(86)-8
Issued October 1986

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The statistics in this publication are based on a survey of manufacturers and represent total U.S. shipments of complete civil aircraft and aircraft engines. Estimates are included for companies whose reports were not received in time for tabulation.

A description of the survey methodology and related information may be found in the January 1986 report in this series, M37G(86)-1, issued April 1986.

Table 1. SUMMARY OF SHIPMENTS OF COMPLETE CIVIL AIRCRAFT AND AIRCRAFT ENGINES: 1984 TO 1986

(Value in thousands of dollars)

Month and year	Shipment of complete civil aircraft			Value of complete engines
	Number[1]	Value[1]	Total empty weight	
1986				
August	169	994,062	(2)	163,360
July	196	1,134,154	(2)	210,734
June	204	1,063,033	(2)	281,334
May	182	1,138,697	(2)	209,939
April	197	925,546	(2)	232,268
March	205	1,337,150	(2)	206,464
February	169	819,677	(2)	171,565
January	149	755,289	(2)	159,915
1985[3]				
December	246	2,181,251	7,306	354,346
November	166	694,544	2,643	233,179
October	185	1,003,064	3,776	239,069
September	195	706,866	2,376	212,245
August	163	773,563	2,830	177,782
July	176	787,848	3,147	145,699
June	249	892,143	3,474	234,494
May	192	750,350	2,961	167,186
April	210	983,366	3,719	158,166
March	272	961,691	3,889	214,704
February	217	868,312	3,256	155,069
January	186	336,833	1,495	176,373
1984[3]				
December	327	1,240,111	5,012	296,182
November	280	898,833	3,414	218,804
October	258	629,652	2,625	228,442
September	234	695,904	2,980	293,644
August	213	457,227	1,966	200,743

[1] Beginning with January 1986, complete civil aircraft does not include other civil aircraft and kits to avoid disclosing figures for individual companies.

[2] Data for "Total empty weight" were collected for prior years; however, these data will not be shown after 1985.

[3] Number represents fixed wing (powered) aircraft only.

Address inquiries concerning these figures to U.S. Department of Commerce, Bureau of the Census, Industry Division, Washington, D.C. 20233, or call Louise Beckett, (301) 763-4085.

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Table 2. SHIPMENTS OF COMPLETE CIVIL AIRCRAFT

(Quantity in units; value in thousands of dollars)

Product code	Product description	Number of companies	August 1986		July 1986		August 1985	
			Quantity	Value	Quantity	Value	Quantity	Value
35215	Complete civil aircraft[1]	19	[a]169	994,062	[a]196	1,134,154	(D)	773,563
	Civil aircraft (fixed wing, powered)	13	[a]140	962,457	[a]170	1,091,470	163	(D)
	Unladen weight not exceeding 2,000 kg (4,405 lbs.):							
37215 01	Single engine	6	66	23,936	[a]110	22,424	(2)	(2)
37215 03	Multiengine	2						
37215 05	Unladen weight exceeding 2,000 kg (4,405 lbs.) but not exceeding 15,000 kg (33,040 lbs.)	6	[b]74	938,521	[b]60	1,069,046		
37215 07	Unladen weight exceeding 15,000 kg (33,040 lbs.)	4						
	Helicopters (rotary wing)	5	29	31,605	26	42,684	(D)	(D)
37215 32	Unladen weight not exceeding 2,000 kg (4,405 lbs.)	2	29	31,605	26	42,684	(D)	(D)
37215 34	Unladed weight exceeding 2,000 kg (4,405 lbs.)	4						
	Other civil aircraft (nonpowered) and kits	2	(1)	(1)	(1)	(1)	(D)	(D)
37215 35	Balloons, dirigibles, and airships	2	(1)	(1)	(1)	(1)	(D)	(D)
37215 37	Gliders, sailplanes	-	-	-	-	-	(D)	(D)
37215 39	Other aircraft, including aircraft sold in kits (except hang gliders)	-	-	-	-	-	-	-

Note: The percent of estimation of each item is indicated as follows (see "Description of Survey" in the January 1986 report, M37G(86)-1, issued April 1986, for a discussion of estimation of missing reports): [a]15 to 25 percent of this item is estimated. [b]26 to 50 percent of this item is estimated.

- Represents zero. (D) Data withheld to avoid disclosing figures for individual companies.

[1]Beginning with January 1986, complete civil aircraft does not include other civil aircraft and kits to avoid disclosing figures for individual companies.

[2]Detail prior to 1986 cannot be shown due to a change in format.

Table 3. QUANTITY AND VALUE OF SHIPMENTS OF COMPLETE CIVIL AIRCRAFT ENGINES

(Quantity in units; value in thousands of dollars)

Product code	Product description	Number of companies	August 1986		July 1986		August 1985	
			Quantity	Value	Quantity	Value	Quantity	Value
37242 00	Complete civil aircraft engines	8	453	163,360	662	210,734	653	177,782
37242 01	Spark-ignition reciprocating or rotary internal-combustion	3	394	151,825	561	188,651	653	177,782
	Turbojet and turbofan:							
37242 03	Of a thrust not exceeding 25 kN (5,620 lbs.)	1						
37242 05	Of a thrust exceeding 25 kN (5,620 lbs.)	3						
	Turboshaft (turbo propeller):							
37242 07	Of a power not exceeding 1,100 kW (820 hp)	3	59	11,535	101	22,083		
37242 09	Of a power exceeding 1,100 kW (820 hp)	2						
37242 14	Other, including auxiliary power units excluding missile and space engines	-	-	-	-	-	-	-

See footnotes at end of table 2.

Table 4. SHIPMENTS, EXPORTS, IMPORTS, AND APPARENT CONSUMPTION OF COMPLETE AIRCRAFT AND AIRCRAFT ENGINES: AUGUST 1986

(Quantity in units; value in thousands of dollars)

Product code[1]	Product description	Manufacturers' shipments		Exports of domestic merchandise[1,2]			Percent exports to manufacturers' shipments		Imports for consumption[1,4]		Apparent consumption[5]		Percent imports to apparent consumption	
		Quantity	Value (f.o.b. plant)	Quantity	Value at port	Estimated producers' value[3]	Quantity	Value	Quantity	Value in foreign country	Quantity	Value	Quantity	Value
	Civil aircraft (fixed wing, powered):													
	Unladen weight not exceeding 2,000 kg (4,405 lbs.):													
37215 01	Single engine	66	23,936	28	3,762	3,478	56	24	1	188	31	18,310	7	1
37215 03	Multiengine			9	2,555	2,362			1	26				
37215 05	Unladen weight exceeding 2,000 kg (4,405 lbs.) but not exceeding 15,000 kg (33,040 lbs.)			14	33,885	31,330			9	40,675				
37215 07	Unladen weight exceeding 15,000 kg (33,040 lbs.)	74	938,521	11	518,979	479,848	34	55	3	45,062	61	513,080	20	17
	Helicopters (rotary wing):													
37215 32	Unladen weight not exceeding 2,000 kg (4,405 lbs.)	29	31,605	15	9,013	8,333	52	26	8	4,908	22	28,180	36	17
37215 34	Unladen weight exceeding 2,000 kg (4,405 lbs.)													
	Other civil aircraft (nonpowered) and kits:													
37215 35	Balloons, dirigibles, and airships	(D)	(D)	-	3,523	3,257	(NA)	(NA)	3	74	(NA)	(NA)	(NA)	(NA)
37215 37	Gliders, sailplanes													
37215 39	Other aircraft, including aircraft sold in kits (except hang gliders)													
	Civil aircraft engines:													
37242 01	Spark-ignition reciprocating or rotary internal-combustion	453	163,360	80	47,660	44,066	18	27	243	76,688	616	195,982	39	39
	Turbojet and turbofan:													
37242 03	Of a thrust not exceeding 25 kN (5,620 lbs.)													
37242 05	Of a thrust exceeding 25 kN (5,620 lbs.)													
	Turboshaft (turbo propeller):													
37242 07	Of a power not exceeding 1,100 kW (820 hp)													
37242 09	Of a power exceeding 1,100 kW (820 hp)													
37242 14	Other, including auxiliary power units excluding missile and space engines													

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[1] For comparison of Standard Industrial Classification-based product codes, Schedule B numbers, and TSUSA numbers, see table 5 of the January 1986 report, M37C(86)-1, issued April 1986.

[2] Source: Bureau of the Census report EM 546, U.S. Exports.

[3] These values are derived by use of adjustment factors to exclude freight, insurance, and other charges incurred in moving goods to the port of export. This adjustment is made to convert the values to an approximation of the producers' value of exported goods. The current adjustment factor, 0.9246 for industry group 372, is based on data for 1983 which are published in Origin of Exports of Manufactured Products, M83(AS)-5, appendix B.

[4] Source: Bureau of the Census reports IM 145-X, U.S. Imports for Consumption and General Imports, and IM 146, U.S. Imports for Consumption.

[5] Apparent consumption is derived by subtracting exports from the total of manufacturers' shipments plus imports.

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M 37G(86)-9

CURRENT INDUSTRIAL REPORTS

New Complete Aircraft and Aircraft Engines (Except Military)

SEPTEMBER 1986

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M37G(86)-9
Issued November 1986

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The statistics in this publication are based on a survey of manufacturers and represent total U.S. shipments of complete civil aircraft and aircraft engines. Estimates are included for companies whose reports were not received in time for tabulation. A description of the survey methodology and related information may be found in the January 1986 report in this series, M37G(86)-1, issued April 1986.

Table 1. SUMMARY OF SHIPMENTS OF COMPLETE CIVIL AIRCRAFT AND AIRCRAFT ENGINES: 1984 TO 1986

(Value in thousands of dollars)

Month and year	Shipment of complete civil aircraft			Value of complete engines
	Number[1]	Value[1]	Total empty weight	
1986				
September	189	798,168	(2)	317,318
August	169	994,062	(2)	163,360
July	196	1,134,154	(2)	210,734
June	204	1,063,033	(2)	281,334
May	182	1,138,697	(2)	209,939
April	197	925,546	(2)	232,268
March	205	1,337,150	(2)	206,464
February	169	819,677	(2)	171,565
January	149	755,289	(2)	159,915
1985[3]				
December	246	2,181,251	7,306	354,346
November	166	694,544	2,643	233,179
October	185	1,003,064	3,776	239,069
September	195	706,866	2,376	212,245
August	163	773,563	2,830	177,782
July	176	787,848	3,147	145,699
June	249	892,143	3,474	234,494
May	192	750,350	2,961	167,186
April	210	983,366	3,719	158,166
March	272	961,691	3,889	214,704
February	217	868,312	3,256	155,069
January	186	336,833	1,495	176,373
1984[3]				
December	327	1,240,111	5,012	296,182
November	280	898,833	3,414	218,804
October	258	629,652	2,625	228,442
September	234	695,904	2,980	293,644

[1] Beginning with January 1986, complete civil aircraft does not include other civil aircraft and kits to avoid disclosing figures for individual companies.
[2] Data for "Total empty weight" were collected for prior years; however, these data will not be shown after 1985.
[3] Number represents fixed wing (powered) aircraft only.

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Table 2. SHIPMENTS OF COMPLETE CIVIL AIRCRAFT

(Quantity in units; value in thousands of dollars)

Product code	Product description	Number of companies	September 1986		August 1986		September 1985	
			Quantity	Value	Quantity	Value	Quantity	Value
35215	Complete civil aircraft[1]	19	[b]189	798,168	[a]169	994,062	(D)	706,866
	Civil aircraft (fixed wing, powered)	13	[a]152	753,996	[a]140	962,457	195	(D)
	Unladen weight not exceeding 2,000 kg (4,405 lbs.):							
37215 01	Single engine	6	100	24,600	66	23,936	[2]	[2]
37215 03	Multiengine	2						
37215 05	Unladen weight exceeding 2,000 kg (4,405 lbs.) but not exceeding 15,000 kg (33,040 lbs.)	6	[b]52	729,396	[b]74	938,521		
37215 07	Unladen weight exceeding 15,000 kg (33,040 lbs.)	4						
	Helicopters (rotary wing)	4	37	44,172	29	31,605	(D)	(D)
37215 32	Unladen weight not exceeding 2,000 kg (4,405 lbs.)	2	[a]37	44,172	29	31,605	(D)	(D)
37215 34	Unladed weight exceeding 2,000 kg (4,405 lbs.)	3						
	Other civil aircraft (nonpowered) and kits	2	(1)	(1)	(1)	(1)	(D)	(D)
37215 35	Balloons, dirigibles, and airships	2	(1)	(1)	(1)	(1)	(D)	(D)
37215 37	Gliders, sailplanes	-	-	-	-	-	(D)	(D)
37215 39	Other aircraft, including aircraft sold in kits (except hang gliders)	-	-	-	-	-	-	-

Note: The percent of estimation of each item is indicated as follows (see "Description of Survey" in the January 1986 report, M37G(86)-1, issued April 1986, for a discussion of estimation of missing reports): [a]15 to 25 percent of this item is estimated. [b]26 to 50 percent of this item is estimated.

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Table 3. QUANTITY AND VALUE OF SHIPMENTS OF COMPLETE CIVIL AIRCRAFT ENGINES

(Quantity in units; value in thousands of dollars)

Product code	Product description	Number of companies	September 1986		August 1986		September 1985	
			Quantity	Value	Quantity	Value	Quantity	Value
37242 00	Complete civil aircraft engines	7	606	317,318	453	163,360	661	212,245
37242 01	Spark-ignition reciprocating or rotary internal-combustion	3						
	Turbojet and turbofan:		501	296,809	394	151,825	661	212,245
37242 03	Of a thrust not exceeding 25 kN (5,620 lbs.)	1						
37242 05	Of a thrust exceeding 25 kN (5,620 lbs.)	3						
	Turboshaft (turbo propeller):							
37242 07	Of a power not exceeding 1,100 kW (820 hp)	3	105	20,509	59	11,535		
37242 09	Of a power exceeding 1,100 kW (820 hp)	1						
37242 14	Other, including auxiliary power units excluding missile and space engines	-	-	-	-	-	-	-

See footnotes at end of table 2.

Table 4. SHIPMENTS, EXPORTS, IMPORTS, AND APPARENT CONSUMPTION OF COMPLETE AIRCRAFT AND AIRCRAFT ENGINES: SEPTEMBER 1986

(Quantity in units; value in thousands of dollars)

Product code[1]	Product description	Manufacturers' shipments		Exports of domestic merchandise[1,2]			Percent exports to manufacturers' shipments		Imports for consumption[1,4]		Apparent consumption[5]		Percent imports to apparent consumption	
		Quantity	Value (f.o.b. plant)	Quantity	Value at port	Estimated producers' value[3]	Quantity	Value	Quantity	Value in foreign country	Quantity	Value	Quantity	Value
	Civil aircraft (fixed wing, powered):													
	Unladen weight not exceeding 2,000 kg (4,405 lbs.):													
37215 01	Single engine	100	24,600	28	3,438	3,179	31	14	11	1,972	80	23,033	14	9
37215 03	Multiengine			3	389	360			-	-				
37215 05	Unladen weight exceeding 2,000 kg (4,405 lbs.) but not exceeding 15,000 kg (33,040 lbs.)	52	729,396	15	14,563	13,465	54	58	16	87,020	42	431,668	43	28
37215 07	Unladen weight exceeding 15,000 kg (33,040 lbs.)			13	439,195	406,080			2	34,797				
	Helicopters (rotary wing):													
37215 32	Unladen weight not exceeding 2,000 kg (4,405 lbs.)	37	44,172	25	18,326	16,944	68	38	11	8,393	23	35,621	48	24
37215 34	Unladen weight exceeding 2,000 kg (4,405 lbs.)													
	Other civil aircraft (nonpowered) and kits:													
37215 35	Balloons, dirigibles, and airships	(D)	(D)	-	3,161	2,923	(NA)	(NA)	12	223	(NA)	(NA)	(NA)	(NA)
37215 37	Gliders, sailplanes													
37215 39	Other aircraft, including aircraft sold in kits (except hang gliders)													
	Civil aircraft engines:													
37242 01	Spark-ignition reciprocating or rotary internal-combustion	606	317,318	60	29,410	27,192	10	9	356	129,357	902	419,483	39	31
	Turbojet and turbofan:													
37242 03	Of a thrust not exceeding 25 kN (5,620 lbs.)													
37242 05	Of a thrust exceeding 25 kN (5,620 lbs.)													
	Turboshaft (turbo propeller):													
37242 07	Of a power not exceeding 1,100 kW (820 hp)													
37242 09	Of a power exceeding 1,100 kW (820 hp)													
37242 14	Other, including auxiliary power units excluding missile and space engines													

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OCTOBER 1986

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Table 1. SUMMARY OF SHIPMENTS OF COMPLETE CIVIL AIRCRAFT AND AIRCRAFT ENGINES: 1984 TO 1986

(Value in thousands of dollars)

Month and year	Shipment of complete civil aircraft			Value of complete engines
	Number[1]	Value[1]	Total empty weight	
1986				
October	148	1,239,386	(2)	283,014
September	183	795,959	(2)	317,318
August	169	994,062	(2)	163,360
July	196	1,134,154	(2)	210,734
June	204	1,063,033	(2)	281,334
May	182	1,138,697	(2)	209,939
April	197	925,546	(2)	232,268
March	205	1,337,150	(2)	206,464
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[1] Beginning with January 1986, complete civil aircraft does not include other civil aircraft and kits to avoid disclosing figures for individual companies.

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Table 2. SHIPMENTS OF COMPLETE CIVIL AIRCRAFT

(Quantity in units; value in thousands of dollars)

Product code	Product description	Number of companies	October 1986		September 1986		October 1985	
			Quantity	Value	Quantity	Value	Quantity	Value
35215	Complete civil aircraft[1]	17	a148	1,239,386	a183	795,959	(D)	1,003,064
	Civil aircraft (fixed wing, powered)	12	a127	1,201,582	a152	753,996	185	(D)
	Unladen weight not exceeding 2,000 kg (4,405 lbs.):							
37215 01	Single engine	5	a47	12,640	100	24,600	(2)	(2)
37215 03	Multiengine	2						
37215 05	Unladen weight exceeding 2,000 kg (4,405 lbs.) but not exceeding 15,000 kg (33,040 lbs.)	5	b80	1,188,942	b52	729,396		
37215 07	Unladen weight exceeding 15,000 kg (33,040 lbs.)	4						
	Helicopters (rotary wing)	4	21	37,804	r31	r41,963	(D)	(D)
37215 32	Unladen weight not exceeding 2,000 kg (4,405 lbs.)	1	21	37,804	r31	r41,963	(D)	(D)
37215 34	Unladed weight exceeding 2,000 kg (4,405 lbs.)	4						
	Other civil aircraft (nonpowered) and kits	2	(1)	(1)	(1)	(1)	(D)	(D)
37215 35	Balloons, dirigibles, and airships	2	(1)	(1)	(1)	(1)	(D)	(D)
37215 37	Gliders, sailplanes	-	-	-	-	-	(D)	(D)
37215 39	Other aircraft, including aircraft sold in kits (except hang gliders)	-	-	-	-	-	-	-

Note: The percent of estimation of each item is indicated as follows (see "Description of Survey" in the January 1986 report, M37G(86)-1, issued April 1986, for a discussion of estimation of missing reports): a15 to 25 percent of this item is estimated. b26 to 50 percent of this item is estimated.

- Represents zero. (D) Data withheld to avoid disclosing figures for individual companies. rRevised by 5 percent or more from previously published figures.

[1]Beginning with January 1986, complete civil aircraft does not include other civil aircraft and kits to avoid disclosing figures for individual companies.

[2]Detail prior to 1986 cannot be shown due to a change in format.

Table 3. QUANTITY AND VALUE OF SHIPMENTS OF COMPLETE CIVIL AIRCRAFT ENGINES

(Quantity in units; value in thousands of dollars)

Product code	Product description	Number of companies	October 1986		September 1986		October 1985	
			Quantity	Value	Quantity	Value	Quantity	Value
37242 00	Complete civil aircraft engines	7	578	283,014	606	317,318	800	239,069
37242 01	Spark-ignition reciprocating or rotary internal-combustion	3						
	Turbojet and turbofan:		476	260,927	501	296,809	800	239,069
37242 03	Of a thrust not exceeding 25 kN (5,620 lbs.)	1						
37242 05	Of a thrust exceeding 25 kN (5,620 lbs.)	3						
	Turboshaft (turbo propeller):							
37242 07	Of a power not exceeding 1,100 kW (820 hp)	3	102	22,087	105	20,509		
37242 09	Of a power exceeding 1,100 kW (820 hp)	1						
37242 14	Other, including auxiliary power units excluding missile and space engines	-	-	-	-	-	-	-

See footnotes at end of table 2.

Table 4. SHIPMENTS, EXPORTS, IMPORTS, AND APPARENT CONSUMPTION OF COMPLETE AIRCRAFT AND AIRCRAFT ENGINES: OCTOBER 1986

(Quantity in units; value in thousands of dollars)

Product code[1]	Product description	Manufacturers' shipments		Exports of domestic merchandise[1,2]			Percent exports to manufacturers' shipments		Imports for consumption[1,4]		Apparent consumption[5]		Percent imports to apparent consumption	
		Quantity	Value (f.o.b. plant)	Quantity	Value at port	Estimated producers' value[3]	Quantity	Value	Quantity	Value in foreign country	Quantity	Value	Quantity	Value
	Civil aircraft (fixed wing, powered):													
	Unladen weight not exceeding 2,000 kg (4,405 lbs.):													
37215 01	Single engine	47	12,640	15	1,307	1,208	43	22	1	157	29	10,177	7	3
37215 03	Multiengine			5	1,640	1,516			1	104				
37215 05	Unladen weight exceeding 2,000 kg (4,405 lbs.) but not exceeding 15,000 kg (33,040 lbs.)	80	1,188,942	9	7,325	6,773	35	62	15	63,979	69	543,276	25	17
37215 07	Unladen weight exceeding 15,000 kg (33,040 lbs.)			19	789,992	730,427			2	27,555				
	Helicopters (rotary wing):													
37215 32	Unladen weight not exceeding 2,000 kg (4,405 lbs.)	21	37,604	14	22,667	20,958	67	55	10	7,668	17	24,514	59	31
37215 34	Unladen we ght exceeding 2,000 kg (4,405 lbs.)													
	Other civil aircraft (nonpowered) and kits:													
37215 35	Balloons, dirigibles, and airships	(D)	(D)	-	3,809	3,522	(NA)	(NA)	5	215	(NA)	(NA)	(NA)	(NA)
37215 37	Gliders, sailplanes													
37215 39	Other aircraft, including aircraft sold in kits (except hang gliders)													
	Civil aircraft engines:													
37242 01	Spark-ignition reciprocating or rotary internal-combustion	578	283,014	88	34,567	31,961	15	11	485	85,019	975	336,072	50	25
	Turbojet and turbofan:													
37242 03	Of a thrust not exceeding 25 kN (5,620 lbs.)													
37242 05	Of a thrust exceeding 25 kN (5,620 lbs.)													
	Turboshaft (turbo propeller):													
37242 07	Of a power not exceeding 1,100 kW (820 hp)													
37242 09	Of a power exceeding 1,100 kW (820 hp)													
37242 14	Other, including auxiliary power units excluding missile and space engines													

- Represents zero. (D) Data withheld to avoid disclosing figures for individual companies. (NA) Not available.

[1] For comparison of Standard Industrial Classification-based product codes, Schedule B numbers, and TSUSA numbers, see table 5 of the January 1986 report, M37C(86)-1, issued April 1986.

[2] Source: Bureau of the Census report EM 546, U.S. Exports.

[3] These values are derived by use of adjustment factors to exclude freight, insurance, and other charges incurred in moving goods to the port of export. This adjustment is made to convert the values to an approximation of the producers' value of exported goods. The current adjustment factor, 0.9246 for industry group 372, is based on data for 1983 which are published in Origin of Exports of Manufactured Products, M83(AS)-3, appendix B.

[4] Source: Bureau of the Census reports IM 145-X, U.S. Imports for Consumption and General Imports, and IM 146, U.S. Imports for Consumption.

[5] Apparent consumption is derived by subtracting exports from the total of manufacturers' shipments plus imports.

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M37G(86)-11

CURRENT INDUSTRIAL REPORTS

New Complete Aircraft and Aircraft Engines (Except Military)

NOVEMBER 1986

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M37G(86)-11
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U.S. Department of Commerce
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The statistics in this publication are based on a survey of manufacturers and represent total U.S. shipments of complete civil aircraft and aircraft engines. Estimates are included for companies whose reports were not received in time for tabulation.

A description of the survey methodology and related information may be found in the January 1986 report in this series, M37G(86)-1, issued April 1986.

Table 1. SUMMARY OF SHIPMENTS OF COMPLETE CIVIL AIRCRAFT AND AIRCRAFT ENGINES: 1984 TO 1986

(Value in thousands of dollars)

Month and year	Shipment of complete civil aircraft			Value of complete engines
	Number[1]	Value[1]	Total empty weight	
1986				
November	200	1,181,402	(2)	235,974
October	151	1,239,710	(2)	283,014
September	183	795,959	(2)	317,318
August	169	994,062	(2)	163,360
July	196	1,134,154	(2)	210,734
June	204	1,063,033	(2)	281,334
May	182	1,138,697	(2)	209,939
April	197	925,546	(2)	232,268
March	205	1,337,150	(2)	206,464
February	169	819,677	(2)	171,565
January	149	755,289	(2)	159,915
1985[3]				
December	246	2,181,251	7,306	354,346
November	166	694,544	2,643	233,179
October	185	1,003,064	3,776	239,069
September	195	706,866	2,376	212,245
August	163	773,563	2,830	177,782
July	176	787,848	3,147	145,699
June	249	892,143	3,474	234,494
May	192	750,350	2,961	167,186
April	210	983,366	3,719	158,166
March	272	961,691	3,889	214,704
February	217	868,312	3,256	155,069
January	186	336,833	1,495	176,373
1984[3]				
December	327	1,240,111	5,012	296,182
November	280	898,833	3,414	218,804

[1]Beginning with January 1986, complete civil aircraft does not include other civil aircraft and kits to avoid disclosing figures for individual companies.

[2]Data for "Total empty weight" were collected for prior years; however, these data will not be shown after 1985.

[3]Number represents fixed wing (powered) aircraft only.

Address inquiries concerning these figures to U.S. Department of Commerce, Bureau of the Census, Industry Division, Washington, D.C. 20233, or call Louise Beckett, (301) 763-4085.

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Table 2. SHIPMENTS OF COMPLETE CIVIL AIRCRAFT

(Quantity in units; value in thousands of dollars)

Product code	Product description	Number of companies	November 1986		October 1986		November 1985	
			Quantity	Value	Quantity	Value	Quantity	Value
35215	Complete civil aircraft[1]	18	[b]200	1,181,402	[a]151	1,239 710	(D)	694,544
	Civil aircraft (fixed wing, powered)	13	[b]178	1,124,458	[a]130	1,201,906	166	(D)
	Unladen weight not exceeding 2,000 kg (4,405 lbs.):							
37215 01	Single engine	6	89	44,884	[a]48	12,967		
37215 03	Multiengine	2						
37215 05	Unladen weight exceeding 2,000 kg (4,405 lbs.) but not exceeding 15,000 kg (33,040 lbs.)	6	[b]89	1,079,574	[b]82	1,188,939	(2)	(2)
37215 07	Unladen weight exceeding 15,000 kg (33,040 lbs.)	4						
	Helicopters (rotary wing)	4	22	56,944	21	37,804	(D)	(D)
37215 32	Unladen weight not exceeding 2,000 kg (4,405 lbs.)	1	22	56,944	21	37,804	(D)	(D)
37215 34	Unladed weight exceeding 2,000 kg (4,405 lbs.)	4						
	Other civil aircraft (nonpowered) and kits	2	(1)	(1)	(1)	(1)	(D)	(D)
37215 35	Balloons, dirigibles, and airships	2	(1)	(1)	(1)	(1)	(D)	(D)
37215 37	Gliders, sailplanes	-	-	-	-	-	(D)	(D)
37215 39	Other aircraft, including aircraft sold in kits (except hang gliders)	-	-	-	-	-	-	-

Note: The percent of estimation of each item is indicated as follows (see "Description of Survey" in the January 1986 report, M37G(86)-1, issued April 1986, for a discussion of estimation of missing reports): [a]15 to 25 percent of this item is estimated. [b]26 to 50 percent of this item is estimated.

- Represents zero. (D) Data withheld to avoid disclosing figures for individual companies.

[1]Beginning with January 1986, complete civil aircraft does not include other civil aircraft and kits to avoid disclosing figures for individual companies.

[2]Detail prior to 1986 cannot be shown due to a change in format.

Table 3. QUANTITY AND VALUE OF SHIPMENTS OF COMPLETE CIVIL AIRCRAFT ENGINES

(Quantity in units; value in thousands of dollars)

Product code	Product description	Number of companies	November 1986		October 1986		November 1985	
			Quantity	Value	Quantity	Value	Quantity	Value
37242 00	Complete civil aircraft engines	7	502	235,974	578	283,014	690	233,179
37242 01	Spark-ignition reciprocating or rotary internal-combustion	3						
	Turbojet and turbofan:		420	220,076	476	260,927		
37242 03	Of a thrust not exceeding 25 kN (5,620 lbs.)	1						
37242 05	Of a thrust exceeding 25 kN (5,620 lbs.)	3					690	233,179
	Turboshaft (turbo propeller):							
37242 07	Of a power not exceeding 1,100 kW (820 hp)	3	82	15,898	102	22,087		
37242 09	Of a power exceeding 1,100 kW (820 hp)	1						
37242 14	Other, including auxiliary power units excluding missile and space engines	-	-	-	-	-	-	-

See footnotes at end of table 2.

Table 4. SHIPMENTS, EXPORTS, IMPORTS, AND APPARENT CONSUMPTION OF COMPLETE AIRCRAFT AND AIRCRAFT ENGINES: NOVEMBER 1986

(Quantity in units; value in thousands of dollars)

Product code[1]	Product description	Manufacturers' shipments		Exports of domestic merchandise[1,2]			Percent exports to manufacturers' shipments		Imports for consumption[1,4]		Apparent consumption[5]		Percent imports to apparent consumption	
		Quantity	Value (f.o.b. plant)	Quantity	Value at port	Estimated producers' value[3]	Quantity	Value	Quantity	Value in foreign country	Quantity	Value	Quantity	Value
	Civil aircraft (fixed wing, powered):													
	Unladen weight not exceeding 2,000 kg (4,405 lbs.):													
37215 01	Single engine	89	44,884	17	1,670	1,544	26	5	5	553	71	43,187	7	1
37215 03	Multiengine			6	764	706			-	-				
37215 05	Unladen weight exceeding 2,000 kg (4,405 lbs.) but not exceeding 15,000 kg (33,040 lbs.)													
37215 07	Unladen weight exceeding 15,000 kg (33,040 lbs.)	89	1,079,574	9	14,718	13,608	25	38	21	126,773	88	791,933	24	16
				13	431,328	398,806			-	-				
	Helicopters (rotary wing):													
37215 32	Unladen weight not exceeding 2,000 kg (4,405 lbs.)	22	56,944	9	13,031	12,048	41	21	14	10,998	27	55,894	52	20
37215 34	Unladen weight exceeding 2,000 kg (4,405 lbs.)													
	Other civil aircraft (nonpowered) and kits:													
37215 35	Balloons, dirigibles, and airships	(D)	(D)	-	4,693	4,339	(NA)	(NA)	17	176	(NA)	(NA)	(NA)	(NA)
37215 37	Gliders, sailplanes													
37215 39	Other aircraft, including aircraft sold in kits (except hang gliders)													
	Civil aircraft engines:													
37242 01	Spark-ignition reciprocating or rotary internal-combustion	502	235,974	50	50,460	46,655	10	20	285	138,188	737	327,507	39	42
	Turbojet and turbofan:													
37242 03	Of a thrust not exceeding 25 kN (5,620 lbs.)													
37242 05	Of a thrust exceeding 25 kN (5,620 lbs.)													
	Turboshaft (turbo propeller):													
37242 07	Of a power not exceeding 1,100 kW (820 hp)													
37242 09	Of a power exceeding 1,100 kW (820 hp)													
37242 14	Other, including auxiliary power units excluding missile and space engines													

- Represents zero. (D) Data withheld to avoid disclosing figures for individual companies. (NA) Not available.

[1] For comparison of Standard Industrial Classification-based product codes, Schedule B numbers, and TSUSA numbers, see table 5 of the January 1986 report, M37C(86)-1, issued April 1986.

[2] Source: Bureau of the Census report EM 546, U.S. Exports.

[3] These values are derived by use of adjustment factors to exclude freight, insurance, and other charges incurred in moving goods to the port of export. This adjustment is made to convert the values to an approximation of the producers' value of exported goods. The current adjustment factor, 0.9246 for industry group 372, is based on data for 1983 which are published in Origin of Exports of Manufactured Products, M83(AS)-5, appendix B.

[4] Source: Bureau of the Census reports IM 145-X, U.S. Imports for Consumption and General Imports, and IM 146, U.S. Imports for Consumption.

[5] Apparent consumption is derived by subtracting exports from the total of manufacturers' shipments plus imports.

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New Complete Aircraft and Aircraft Engines (Except Military)

DECEMBER 1986

M37G(86)-12
Issued February 1987

U.S. Department of Commerce
BUREAU OF THE CENSUS

The statistics in this publication are based on a survey of manufacturers and represent total U.S. shipments of complete civil aircraft and aircraft engines. Estimates are included for companies whose reports were not received in time for tabulation.

A description of the survey methodology and related information may be found in the January 1986 report in this series, M37G(86)-12, Issued April 1986.

Table 1. SUMMARY OF SHIPMENTS OF COMPLETE CIVIL AIRCRAFT AND AIRCRAFT ENGINES: 1984 TO 1986

(Value in thousands of dollars)

Month and year	Shipment of complete civil aircraft			Value of complete engines
	Number[1]	Value[1]	Total empty weight	
1986				
December	284	1,641,714	(2)	328,725
November	197	1,148,811	(2)	235,974
October	151	1,239,710	(2)	283,014
September	183	795,959	(2)	317,318
August	169	994,062	(2)	163,360
July	196	1,134,154	(2)	210,734
June	204	1,063,033	(2)	281,334
May	182	1,138,697	(2)	209,939
April	197	925,546	(2)	232,268
March	205	1,337,150	(2)	206,464
February	169	819,677	(2)	171,565
January	149	755,289	(2)	159,915
1985[3]				
December	246	2,181,251	7,306	354,346
November	166	694,544	2,643	233,179
October	185	1,003,064	3,776	239,069
September	195	706,866	2,376	212,245
August	163	773,563	2,830	177,782
July	176	787,848	3,147	145,699
June	249	892,143	3,474	234,494
May	192	750,350	2,961	167,186
April	210	983,366	3,719	158,166
March	272	961,691	3,889	214,704
February	217	868,312	3,256	155,069
January	186	336,833	1,495	176,373
1984[3]				
December	327	1,240,111	5,012	296,182

[1]Beginning with January 1986, complete civil aircraft does not include other civil aircraft and kits to avoid disclosing figures for individual companies.
[2]Data for "Total empty weight" were collected for prior years; however, these data will not be shown after 1985.
[3]Number represents fixed wing (powered) aircraft only.

Address inquiries concerning these figures to U.S. Department of Commerce, Bureau of the Census, Industry Division, Washington, D.C. 20233, or call Louise Beckett, (301) 763-4085.

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Table 2. SHIPMENTS OF COMPLETE CIVIL AIRCRAFT

(Quantity in units; value in thousands of dollars)

Product code	Product description	Number of companies	December 1986		November 1986		December 1985	
			Quantity	Value	Quantity	Value	Quantity	Value
35215	Complete civil aircraft[1]	18	284	1,641,714	[b]197	1,148,811	(D)	2,181,251
	Civil aircraft (fixed wing, powered)	13	239	1,528,407	[b]175	1,091,867	246	(D)
	Unladen weight not exceeding 2,000 kg (4,405 lbs.):							
37215 01	Single engine	6	121	88,456	89	44,884	(2)	(2)
37215 03	Multiengine	2						
37215 05	Unladen weight exceeding 2,000 kg (4,405 lbs.) but not exceeding 15,000 kg (33,040 lbs.)	6	[b]118	1,441,951	[b]86	1,046,983		
37215 07	Unladen weight exceeding 15,000 kg (33,040 lbs.)	4						
	Helicopters (rotary wing)	4	43	113,307	22	56,944	88	197,624
37215 32	Unladen weight not exceeding 2,000 kg (4,405 lbs.)	1	43	113,307	22	56,944	88	197,624
37215 34	Unladed weight exceeding 2,000 kg (4,405 lbs.)	3						
	Other civil aircraft (nonpowered) and kits	2	(1)	(1)	(1)	(1)	(D)	(D)
37215 35	Balloons, dirigibles, and airships	2	(1)	(1)	(1)	(1)	(D)	(D)
37215 37	Gliders, sailplanes	-	-	-	-	-	(D)	(D)
37215 39	Other aircraft, including aircraft sold in kits (except hang gliders)	-	-	-	-	-	-	-

Note: The percent of estimation of each item is indicated as follows (see "Description of Survey" in the January 1986 report, M37G(86)-1, issued April 1986, for a discussion of estimation of missing reports): [a]15 to 25 percent of this item is estimated. [b]26 to 50 percent of this item is estimated.

- Represents zero. (D) Data withheld to avoid disclosing figures for individual companies.

[1]Beginning with January 1986, complete civil aircraft does not include other civil aircraft and kits to avoid disclosing figures for individual companies.

[2]Detail prior to 1986 cannot be shown due to a change in format.

Table 3. QUANTITY AND VALUE OF SHIPMENTS OF COMPLETE CIVIL AIRCRAFT ENGINES

(Quantity in units; value in thousands of dollars)

Product code	Product description	Number of companies	December 1986		November 1986		December 1985	
			Quantity	Value	Quantity	Value	Quantity	Value
37242 00	Complete civil aircraft engines	9	668	328,725	502	235,974	683	354,346
37242 01	Spark-ignition reciprocating or rotary internal-combustion	3	582	311,769	420	220,076	683	354,346
	Turbojet and turbofan:							
37242 03	Of a thrust not exceeding 25 kN (5,620 lbs.)	1						
37242 05	Of a thrust exceeding 25 kN (5,620 lbs.)	3						
	Turboshaft (turbo propeller):							
37242 07	Of a power not exceeding 1,100 kW (820 hp)	3	86	16,956	82	15,898		
37242 09	Of a power exceeding 1,100 kW (820 hp)	3						
37242 14	Other, including auxiliary power units excluding missile and space engines	-	-	-	-	-	-	-

See footnotes at end of table 2.

Table 4. SHIPMENTS, EXPORTS, IMPORTS, AND APPARENT CONSUMPTION OF COMPLETE AIRCRAFT AND AIRCRAFT ENGINES: DECEMBER 1986

(Quantity in units; value in thousands of dollars)

Product code[1]	Product description	Manufacturers' shipments		Exports of domestic merchandise[1,2]			Percent exports to manufacturers' shipments		Imports for consumption[1,4]		Apparent consumption[5]		Percent imports to apparent consumption	
		Quantity	Value (f.o.b. plant)	Quantity	Value at port	Estimated producers' value[3]	Quantity	Value	Quantity	Value in foreign country	Quantity	Value	Quantity	Value
	Civil aircraft (fixed wing, powered):													
	Unladen weight not exceeding 2,000 kg (4,405 lbs.):													
37215 01	Single engine	121	86,456	15	2,118	1,958	16	3	7	607	109	84,693	6	1
37215 03	Multiengine			4	446	412			-	-				
37215 05	Unladen weight exceeding 2,000 kg (4,405 lbs.) but not exceeding 15,000 kg (33,040 lbs.)	118	1,441,951	10	24,402	22,562	22	36	19	84,138	114	1,052,755	19	13
37215 07	Unladen weight exceeding 15,000 kg (33,040 lbs.)			16	543,931	502,919			3	52,147				
	Helicopters (rotary wing):													
37215 32	Unladen weight not exceeding 2,000 kg (4,405 lbs.)	45	113,307	26	45,867	42,409	58	37	8	6,998	27	77,896	30	9
37215 34	Unladen weight exceeding 2,000 kg (4,405 lbs.)													
	Other civil aircraft (nonpowered) and kits:													
37215 35	Balloons, dirigibles, and airships	(D)	(D)	-	3,833	3,544	(NA)	(NA)	6	311	(NA)	(NA)	(NA)	(NA)
37215 37	Gliders, sailplanes													
37215 39	Other aircraft, including aircraft sold in kits (except hang gliders)													
	Civil aircraft engines:													
37242 01	Spark-ignition reciprocating or rotary internal-combustion	668	328,725	42	28,982	26,797	6	8	214	125,026	840	426,954	25	29
	Turbojet and turbofan:													
37242 03	Of a thrust not exceeding 25 kN (5,620 lbs.)													
37242 05	Of a thrust exceeding 25 kN (5,620 lbs.)													
	Turboshaft (turbo propeller):													
37242 07	Of a power not exceeding 1,100 kW (820 hp)													
37242 09	Of a power exceeding 1,100 kW (820 hp)													
37242 14	Other, including auxiliary power units excluding missile and space engines													

- Represents zero. (D) Data withheld to avoid disclosing figures for individual companies. (NA) Not available.

[1] For comparison of Standard Industrial Classification-based product codes, Schedule B numbers, and TSUSA numbers, see table 5 of the January 1986 report, M37C(86)-1, issued April 1986.

[2] Source: Bureau of the Census report EM 546, U.S. Exports.

[3] These values are derived by use of adjustment factors to exclude freight, insurance, and other charges incurred in moving goods to the port of export. This adjustment is made to convert the values to an approximation of the producers' value of exported goods. The current adjustment factor, 0.9246 for industry group 372, is based on data for 1983 which are published in Origin of Exports of Manufactured Products, M83(AS)-5, appendix B.

[4] Source: Bureau of the Census reports IM 145-X, U.S. Imports for Consumption and General Imports, and IM 146, U.S. Imports for Consumption.

[5] Apparent consumption is derived by subtracting exports from the total of manufacturers' shipments plus imports.

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CURRENT INDUSTRIAL REPORTS

Civil Aircraft and Aircraft Engines

SUMMARY FOR 1986

M37G(86)-13
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SUMMARY OF FINDINGS

The value of shipments of complete civil aircraft was $12,518.0 million in 1986, an increase of 14 percent over the 1985 value of $10,939.9 million. Shipments of civil aircraft engines in 1986 totaled $2,841.5 million. This represents a 15-percent increase over the $2,468.3 million reported in 1985.

A description of the survey methodology and related information appears on page 12.

Table 1A. SHIPMENTS OF COMPLETE CIVIL AIRCRAFT: 1986

(Quantity in number of units; value in thousands of dollars)

Product code	Product description	Total companies	Quantity	Value
37215	Complete civil aircraft	31	2,888	12,517,992
	Civil aircraft (fixed wing, powered)	20	1,858	11,905,945
	Unladen weight not exceeding 2,000 kg (4,405 lbs.):			
37215 01	Single engine	12	1,258	364,141
37215 03	Multiengine	3		
37215 05	Unladen weight exceeding 2,000 kg (4,405 lbs.) but not exceeding 15,000 kg (33,040 lbs.)	7	600	11,541,804
37215 07	Unladen weight exceeding 15,000 kg (33,040 lbs.)	4		
	Helicopters (rotary wing)	8	493	605,314
37215 32	Unladen weight not exceeding 2,000 kg (4,405 lbs.)	6	493	605,314
37215 34	Unladen weight exceeding 2,000 kg (4,405 lbs.)	4		
	Other civil aircraft (nonpowered) and kits	7	537	6,733
37215 35	Balloons, dirigibles, and airships	4		
37215 37	Gliders, sailplanes	1	537	6,733
37215 39	Other aircraft, including aircraft sold in kits (except hang gliders)	3		

Note: Format for 1986 has been changed from prior years.

Table 1B. SHIPMENTS OF COMPLETE CIVIL AIRCRAFT: 1985

(Quantity in number of units; value in thousands of dollars; weight in thousands of pounds)

Product code	Product description	Total companies	Quantity of shipments			Value of shipments	Total empty weight
			Total	General aviation	Air carrier		
37215	Complete civil aircraft	31	(D)	(D)	(1)	10,939,890	40,872
	Fixed wing (powered)	18	2,457	2,154	303	(D)	39,708
37215 11	Single engine	11	1,551	1,551	-	(D)	3,583
	Multiengine	10	906	603	303	10,278,449	36,125
37215 13	Under 10,000 pounds (empty weight)	6					
37215 15	10,000 to 33,000 pounds (empty weight)	3					
	Over 33,000 pounds (empty weight):		906	603	303	10,278,449	36,125
37215 21	Cargo	3					
37215 23	Passenger	5					
37215 25	Combination (cargo and passenger)	1					
	Rotary wing (helicopters, autogiros)	6	385	385	(1)	457,618	1,164
37215 31	Less than 2,200 pounds (empty weight)	4	385	385	(1)	457,618	1,164
37215 33	2,200 pounds and over (empty weight)	2					
	Other aircraft	5	(D)	(D)	(X)	(D)	(X)
37215 35	Balloons, dirigibles, and airships	4	(D)	(D)	(X)	(D)	(X)
37215 37	Gliders	1					
37215 39	Other aircraft	-	-	-	(X)	-	(X)

- Represents zero. (D) Data withheld to avoid disclosing figures for individual companies. (X) Not applicable.

[1] Data for air carrier are included with general aviation.

Address inquiries concerning these figures to U.S. Department of Commerce, Bureau of the Census, Industry Division, Washington, D.C. 20233, or call Deborah Dillon, (301) 763-5194.

For sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

C 3.158:

Table 2A. QUANTITY AND VALUE OF SHIPMENTS OF COMPLETE CIVIL AIRCRAFT ENGINES: 1986

(Quantity in number of units; value in thousands of dollars)

Product code	Product description	Total companies	Quantity	Value
37242	Complete civil aircraft engines	12	7,513	2,841,465
37242 01	Spark-ignition reciprocating or rotary internal-combustion	3		
	Turbojet and turbofan:		6,558	2,647,809
37242 03	Of a thrust not exceeding 25 kN (5,620 lbs.)	2		
37242 05	Of a thrust exceeding 25 kN (5,620 lbs.)	4		
	Turboshaft (turbo propeller):			
37242 07	Of a power not exceeding 1,100 kW (820 hp)	4	955	193,656
37242 09	Of a power exceeding 1,100 kW (820 hp)	4		
37242 14	Other, including auxiliary power units excluding missile and space engines	-	-	-

- Represents zero.

Table 2B. QUANTITY AND VALUE OF SHIPMENTS OF COMPLETE CIVIL AIRCRAFT ENGINES: 1985

(Quantity in number of units; value in thousands of dollars)

Product code	Product description	Total companies	Quantity	Value
37242	Complete civil aircraft engines	8	8,374	2,468,311
37242 11	Reciprocating (piston)	3		
37242 12	Turbojet and turbofan	2	8,374	2,468,311
37242 13	Turboprop and turboshaft	7		
37242 14	Other, including jato bottles and liquid power plants, excluding missile engines	-	-	-

- Represents zero.

Table 3. COMPARISON OF VALUES OF SHIPMENTS OF COMPLETE AIRCRAFT AND ENGINES FOR CIVILIAN AIRCRAFT AS REPORTED IN THE M37G, THE 1985 ANNUAL SURVEY OF MANUFACTURES, AND THE 1982 CENSUS OF MANUFACTURES

(Value in millions of dollars)

Product code	Product description	1985			1982	
			Annual Survey of Manufactures			
		M37G	Value	Standard error of estimate[1]	M37G	Census of Manufactures
37215 00	Value of shipments of complete aircraft	10,939.9	10,530.7	1	8,601.5	8,769.4
37242 00	Value of shipments of aircraft engines	2,468.3	2,470.0	1	2,127.3	2,142.6

[1]The annual survey of manufactures percentage standard errors shown are the approximate relative errors of the estimates of level. A more detailed description of the standard error of estimate is given in the introduction of the annual survey of manufactures, Value of Product Shipments, MA5(AS)-2, under "Qualifications of the Data."

Table 4. SHIPMENTS OF COMPLETE CIVIL AIRCRAFT: 1986

(Quantity in number of units; value in thousands of dollars)

Product code	Product description	Total companies	Quantity	Value
	JANUARY			
37215	Complete civil aircraft	24	188	636,644
	Civil aircraft (fixed wing, powered)	14	108	587,995
	Unladen weight not exceeding 2,000 kg (4,405 lbs.):			
37215 01	Single engine	10	71	14,744
37215 03	Multiengine	3		
37215 05	Unladen weight exceeding 2,000 kg (4,405 lbs.) but not exceeding 15,000 kg (33,040 lbs.)	3	37	573,251
37215 07	Unladen weight exceeding 15,000 kg (33,040 lbs.)	2		
	Helicopters (rotary wing)	4	39	48,149
37215 32	Unladen weight not exceeding 2,000 kg (4,405 lbs.)	3	39	48,149
37215 34	Unladen weight exceeding 2,000 kg (4,405 lbs.)	3		
	Other civil aircraft (nonpowered) and kits	5	41	500
37215 35	Balloons, dirigibles, and airships	3		
37215 37	Gliders, sailplanes	-	41	500
37215 39	Other aircraft, including aircraft sold in kits (except hang gliders)	2		
	FEBRUARY			
37215	Complete civil aircraft	25	237	716,417
	Civil aircraft (fixed wing, powered)	15	149	653,819
	Unladen weight not exceeding 2,000 kg (4,405 lbs.):			
37215 01	Single engine	12	107	19,820
37215 03	Multiengine	3		
37215 05	Unladen weight exceeding 2,000 kg (4,405 lbs.) but not exceeding 15,000 kg (33,040 lbs.)	5	42	633,999
37215 07	Unladen weight exceeding 15,000 kg (33,040 lbs.)	2		
	Helicopters (rotary wing)	5	47	62,097
37215 32	Unladen weight not exceeding 2,000 kg (4,405 lbs.)	4	47	62,097
37215 34	Unladen weight exceeding 2,000 kg (4,405 lbs.)	4		
	Other civil aircraft (nonpowered) and kits	5	41	501
37215 35	Balloons, dirigibles, and airships	3		
37215 37	Gliders, sailplanes	-	41	501
37215 39	Other aircraft, including aircraft sold in kits (except hang gliders)	2		
	MARCH			
37215	Complete civil aircraft	27	261	1,346,312
	Civil aircraft (fixed wing, powered)	18	166	1,285,933
	Unladen weight not exceeding 2,000 kg (4,405 lbs.):			
37215 01	Single engine	11	108	21,124
37215 03	Multiengine	3		
37215 05	Unladen weight exceeding 2,000 kg (4,405 lbs.) but not exceeding 15,000 kg (33,040 lbs.)	6	58	1,264,809
37215 07	Unladen weight exceeding 15,000 kg (33,040 lbs.)	4		
	Helicopters (rotary wing)	6	51	59,839
37215 32	Unladen weight not exceeding 2,000 kg (4,405 lbs.)	5	51	59,839
37215 34	Unladen weight exceeding 2,000 kg (4,405 lbs.)	2		
	Other civil aircraft (nonpowered) and kits	6	44	540
37215 35	Balloons, dirigibles, and airships	4		
37215 37	Gliders, sailplanes	-	44	540
37215 39	Other aircraft, including aircraft sold in kits (except hang gliders)	2		
	APRIL			
37215	Complete civil aircraft	25	250	933,282
	Civil aircraft (fixed wing, powered)	16	165	909,885
	Unladen weight not exceeding 2,000 kg (4,405 lbs.):			
37215 01	Single engine	11	120	18,718
37215 03	Multiengine	3		
37215 05	Unladen weight exceeding 2,000 kg (4,405 lbs.) but not exceeding 15,000 kg (33,040 lbs.)	4	45	891,167
37215 07	Unladen weight exceeding 15,000 kg (33,040 lbs.)	3		
	Helicopters (rotary wing)	5	40	22,845
37215 32	Unladen weight not exceeding 2,000 kg (4,405 lbs.)	5	40	22,845
37215 34	Unladen weight exceeding 2,000 kg (4,405 lbs.)	1		
	Other civil aircraft (nonpowered) and kits	6	45	552
37215 35	Balloons, dirigibles, and airships	4		
37215 37	Gliders, sailplanes	-	45	552
37215 39	Other aircraft, including aircraft sold in kits (except hang gliders)	2		

See footnotes at end of table.

Table 4. SHIPMENTS OF COMPLETE CIVIL AIRCRAFT: 1986--Continued

(Quantity in number of units; value in thousands of dollars)

Product code	Product description	Total companies	Quantity	Value
	MAY			
37215	Complete civil aircraft	27	244	1,135,915
	Civil aircraft (fixed wing, powered)	16	154	1,093,817
	Unladen weight not exceeding 2,000 kg (4,405 lbs.):			
37215 01	Single engine	11	101	23,092
37215 03	Multiengine	3		
37215 05	Unladen weight exceeding 2,000 kg (4,405 lbs.) but not exceeding 15,000 kg (33,040 lbs.)	5	53	1,070,725
37215 07	Unladen weight exceeding 15,000 kg (33,040 lbs.)	3		
	Helicopters (rotary wing)	7	45	41,545
37215 32	Unladen weight not exceeding 2,000 kg (4,405 lbs.)	5	45	41,545
37215 34	Unladen weight exceeding 2,000 kg (4,405 lbs.)	4		
	Other civil aircraft (nonpowered) and kits	6	45	553
37215 35	Balloons, dirigibles, and airships	4	45	553
37215 37	Gliders, sailplanes	-		
37215 39	Other aircraft, including aircraft sold in kits (except hang gliders)	2		
	JUNE			
37215	Complete civil aircraft	27	251	1,049,578
	Civil aircraft (fixed wing, powered)	16	159	1,009,422
	Unladen weight not exceeding 2,000 kg (4,405 lbs.):			
37215 01	Single engine	11	115	28,070
37215 03	Multiengine	3		
37215 05	Unladen weight exceeding 2,000 kg (4,405 lbs.) but not exceeding 15,000 kg (33,040 lbs.)	5	44	981,352
37215 07	Unladen weight exceeding 15,000 kg (33,040 lbs.)	3		
	Helicopters (rotary wing)	6	47	39,603
37215 32	Unladen weight not exceeding 2,000 kg (4,405 lbs.)	4	47	39,603
37215 34	Unladen weight exceeding 2,000 kg (4,405 lbs.)	3		
	Other civil aircraft (nonpowered) and kits	6	45	553
37215 35	Balloons, dirigibles, and airships	4	45	553
37215 37	Gliders, sailplanes	-		
37215 39	Other aircraft, including aircraft sold in kits (except hang gliders)	2		
	JULY			
37215	Complete civil aircraft	24	236	1,111,015
	Civil aircraft (fixed wing, powered)	16	159	1,066,968
	Unladen weight not exceeding 2,000 kg (4,405 lbs.):			
37215 01	Single engine	11	118	25,581
37215 03	Multiengine	3		
37215 05	Unladen weight exceeding 2,000 kg (4,405 lbs.) but not exceeding 15,000 kg (33,040 lbs.)	5	41	1,041,387
37215 07	Unladen weight exceeding 15,000 kg (33,040 lbs.)	2		
	Helicopters (rotary wing)	6	32	43,494
37215 32	Unladen weight not exceeding 2,000 kg (4,405 lbs.)	4	32	43,494
37215 34	Unladen weight exceeding 2,000 kg (4,405 lbs.)	3		
	Other civil aircraft (nonpowered) and kits	6	45	553
37215 35	Balloons, dirigibles, and airships	4	45	553
37215 37	Gliders, sailplanes	-		
37215 39	Other aircraft, including aircraft sold in kits (except hang gliders)	2		
	AUGUST			
37215	Complete civil aircraft	27	208	973,291
	Civil aircraft (fixed wing, powered)	16	136	946,199
	Unladen weight not exceeding 2,000 kg (4,405 lbs.):			
37215 01	Single engine	11	86	27,968
37215 03	Multiengine	3		
37215 05	Unladen weight exceeding 2,000 kg (4,405 lbs.) but not exceeding 15,000 kg (33,040 lbs.)	5	50	918,231
37215 07	Unladen weight exceeding 15,000 kg (33,040 lbs.)	3		
	Helicopters (rotary wing)	7	27	26,538
37215 32	Unladen weight not exceeding 2,000 kg (4,405 lbs.)	4	27	26,538
37215 34	Unladen weight exceeding 2,000 kg (4,405 lbs.)	4		
	Other civil aircraft (nonpowered) and kits	6	45	554
37215 35	Balloons, dirigibles, and airships	4	45	554
37215 37	Gliders, sailplanes	-		
37215 39	Other aircraft, including aircraft sold in kits (except hang gliders)	2		

See footnotes at end of table.

Table 4. SHIPMENTS OF COMPLETE CIVIL AIRCRAFT: 1986--Continued

(Quantity in number of units; value in thousands of dollars)

Product code	Product description	Total companies	Quantity	Value
	SEPTEMBER			
37215	Complete civil aircraft	27	242	795,040
	Civil aircraft (fixed wing, powered)	16	160	751,713
	Unladen weight not exceeding 2,000 kg (4,405 lbs.):			
37215 01	Single engine	11	117	28,340
37215 03	Multiengine	3		
37215 05	Unladen weight exceeding 2,000 kg (4,405 lbs.) but not exceeding 15,000 kg (33,040 lbs.)	5	43	723,373
37215 07	Unladen weight exceeding 15,000 kg (33,040 lbs.)	3		
	Helicopters (rotary wing)	6	37	42,773
37215 32	Unladen weight not exceeding 2,000 kg (4,405 lbs.)	4	37	42,773
37215 34	Unladen weight exceeding 2,000 kg (4,405 lbs.)	3		
	Other civil aircraft (nonpowered) and kits	6	45	554
37215 35	Balloons, dirigibles, and airships	4	45	554
37215 37	Gliders, sailplanes	-		
37215 39	Other aircraft, including aircraft sold in kits (except hang gliders)	2		
	OCTOBER			
37215	Complete civil aircraft	25	189	1,075,316
	Civil aircraft (fixed wing, powered)	15	117	1,036,147
	Unladen weight not exceeding 2,000 kg (4,405 lbs.):			
37215 01	Single engine	11	68	17,080
37215 03	Multiengine	3		
37215 05	Unladen weight exceeding 2,000 kg (4,405 lbs.) but not exceeding 15,000 kg (33,040 lbs.)	4	49	1,019,067
37215 07	Unladen weight exceeding 15,000 kg (33,040 lbs.)	2		
	Helicopters (rotary wing)	6	27	38,615
37215 32	Unladen weight not exceeding 2,000 kg (4,405 lbs.)	3	27	38,615
37215 34	Unladen weight exceeding 2,000 kg (4,405 lbs.)	4		
	Other civil aircraft (nonpowered) and kits	6	45	554
37215 35	Balloons, dirigibles, and airships	4	45	554
37215 37	Gliders, sailplanes	-		
37215 39	Other aircraft, including aircraft sold in kits (except hang gliders)	2		
	NOVEMBER			
37215	Complete civil aircraft	26	237	1,127,264
	Civil aircraft (fixed wing, powered)	16	161	1,068,770
	Unladen weight not exceeding 2,000 kg (4,405 lbs.):			
37215 01	Single engine	11	104	48,781
37215 03	Multiengine	3		
37215 05	Unladen weight exceeding 2,000 kg (4,405 lbs.) but not exceeding 15,000 kg (33,040 lbs.)	5	57	1,019,989
37215 07	Unladen weight exceeding 15,000 kg (33,040 lbs.)	3		
	Helicopters (rotary wing)	7	29	57,894
37215 32	Unladen weight not exceeding 2,000 kg (4,405 lbs.)	4	29	57,894
37215 34	Unladen weight exceeding 2,000 kg (4,405 lbs.)	4		
	Other civil aircraft (nonpowered) and kits	7	47	600
37215 35	Balloons, dirigibles, and airships	4	47	600
37215 37	Gliders, sailplanes	1		
37215 39	Other aircraft, including aircraft sold in kits (except hang gliders)	2		
	DECEMBER			
37215	Complete civil aircraft	26	345	1,617,918
	Civil aircraft (fixed wing, powered)	16	224	1,495,277
	Unladen weight not exceeding 2,000 kg (4,405 lbs.):			
37215 01	Single engine	11	143	90,823
37215 03	Multiengine	3		
37215 05	Unladen weight exceeding 2,000 kg (4,405 lbs.) but not exceeding 15,000 kg (33,040 lbs.)	5	81	1,404,454
37215 07	Unladen weight exceeding 15,000 kg (33,040 lbs.)	3		
	Helicopters (rotary wing)	6	72	121,922
37215 32	Unladen weight not exceeding 2,000 kg (4,405 lbs.)	4	72	121,922
37215 34	Unladen weight exceeding 2,000 kg (4,405 lbs.)	3		
	Other civil aircraft (nonpowered) and kits	7	49	719
37215 35	Balloons, dirigibles, and airships	4	49	719
37215 37	Gliders, sailplanes	1		
37215 39	Other aircraft, including aircraft sold in kits (except hang gliders)	3		

- Represents zero.

Table 5. QUANTITY AND VALUE OF SHIPMENTS OF COMPLETE CIVIL AIRCRAFT: 1985

(Quantity in number of units; value in thousands of dollars; weight in thousands of pounds)

Product code	Product description	Total companies	Quantity of shipments			Value of shipments	Total empty weight
			Total	General aviation	Air carrier		
	JANUARY						
37215	Complete civil aircraft	23	(D)	(D)	14	336,833	1,495
	Fixed wing (powered)	14	186	172	14	(D)	1,475
37215 11	Single engine	10	133	133	-	(D)	264
	Multiengine	10	53	39	14	316,330	1,211
37215 13	Under 10,000 pounds (empty weight)	5					
37215 15	10,000 to 33,000 pounds (empty weight)	3					
	Over 33,000 pounds (empty weight):		53	39	14	316,330	1,211
37215 21	Cargo	-					
37215 23	Passenger	4					
37215 25	Combination (cargo and passenger)	-					
	Rotary wing (helicopters, autogiros)	4	21	21	-	6,760	20
37215 31	Less than 2,200 pounds (empty weight)	3	21	21	-	6,760	20
37215 33	2,200 pounds and over (empty weight)	2					
	Other aircraft	5	(D)	(D)	(X)	(D)	(X)
37215 35	Balloons, dirigibles, and airships	4	(D)	(D)	(X)	(D)	(X)
37215 37	Gliders	1					
37215 39	Other aircraft	-	-	-	(X)	-	(X)
	FEBRUARY						
37215	Complete civil aircraft	21	(D)	(D)	26	868,312	3,256
	Fixed wing (powered)	13	217	191	26	(D)	3,211
37215 11	Single engine	9	142	142	-	(D)	286
	Multiengine	10	75	49	26	839,915	2,925
37215 13	Under 10,000 pounds (empty weight)	5					
37215 15	10,000 to 33,000 pounds (empty weight)	3					
	Over 33,000 pounds (empty weight):		75	49	26	839,915	2,925
37215 21	Cargo	-					
37215 23	Passenger	4					
37215 25	Combination (cargo and passenger)	-					
	Rotary wing (helicopters, autogiros)	4	17	17	-	13,280	45
37215 31	Less than 2,200 pounds (empty weight)	3	17	17	-	13,280	45
37215 33	2,200 pounds and over (empty weight)	2					
	Other aircraft	5	(D)	(D)	(X)	(D)	(X)
37215 35	Balloons, dirigibles, and airships	4	(D)	(D)	(X)	(D)	(X)
37215 37	Gliders	1					
37215 39	Other aircraft	-	-	-	(X)	-	(X)
	MARCH						
37215	Complete civil aircraft	16	(D)	(D)	27	961,691	3,889
	Fixed wing (powered)	15	272	245	27	(D)	3,740
37215 11	Single engine	9	156	156	-	(D)	353
	Multiengine	8	116	89	27	891,496	3,387
37215 13	Under 10,000 pounds (empty weight)	4					
37215 15	10,000 to 33,000 pounds (empty weight)	3					
	Over 33,000 pounds (empty weight):		116	89	27	891,496	3,387
37215 21	Cargo	-					
37215 23	Passenger	4					
37215 25	Combination (cargo and passenger)	-					
	Rotary wing (helicopters, autogiros)	4	34	34	-	51,714	149
37215 31	Less than 2,200 pounds (empty weight)	3	34	34	-	51,714	149
37215 33	2,200 pounds and over (empty weight)	2					
	Other aircraft	5	(D)	(D)	(X)	(D)	(X)
37215 35	Balloons, dirigibles, and airships	4	(D)	(D)	(X)	(D)	(X)
37215 37	Gliders	1					
37215 39	Other aircraft	-	-	-	(X)	-	(X)
	APRIL						
37215	Complete civil aircraft	23	(D)	(D)	30	983,366	3,719
	Fixed wing (powered)	18	210	180	30	(D)	3,656
37215 11	Single engine	11	143	143	-	(D)	357
	Multiengine	9	67	37	30	941,417	3,299
37215 13	Under 10,000 pounds (empty weight)	4					
37215 15	10,000 to 33,000 pounds (empty weight)	3					
	Over 33,000 pounds (empty weight):		67	37	30	941,417	3,299
37215 21	Cargo	-					
37215 23	Passenger	4					
37215 25	Combination (cargo and passenger)	2					
	Rotary wing (helicopters, autogiros)	3	18	18	-	25,840	63
37215 31	Less than 2,200 pounds (empty weight)	3	18	18	-	25,840	63
37215 33	2,200 pounds and over (empty weight)	2					
	Other aircraft	5	(D)	(D)	(X)	(D)	(X)
37215 35	Balloons, dirigibles, and airships	4	(D)	(D)	(X)	(D)	(X)
37215 37	Gliders	1					
37215 39	Other aircraft	-	-	-	(X)	-	(X)

See footnotes at end of table.

Table 5. SHIPMENTS OF COMPLETE CIVIL AIRCRAFT: 1985--Continued

(Quantity in number of units; value in thousands of dollars; weight in thousands of pounds)

Product code	Product description	Total companies	Quantity of shipments			Value of shipments	Total empty weight
			Total	General aviation	Air carrier		
	MAY						
37215	Complete civil aircraft	22	(D)	(D)	23	750,350	2,961
	Fixed wing (powered)	17	192	169	23	(D)	2,937
37215 11	Single engine	11	124	124	-	(D)	322
	Multiengine	8	68	45	23	727,785	2,615
37215 13	Under 10,000 pounds (empty weight)	5					
37215 15	10,000 to 33,000 pounds (empty weight)	3					
	Over 33,000 pounds (empty weight):						
37215 21	Cargo	-	68	45	23	727,785	2,615
37215 23	Passenger	3					
37215 25	Combination (cargo and passenger)	-					
	Rotary wing (helicopters, autogiros)	5	(D)	(D)	-	(D)	24
37215 31	Less than 2,200 pounds (empty weight)	4	(D)	(D)	-	(D)	24
37215 33	2,200 pounds and over (empty weight)	2					
	Other aircraft	5	(D)	(D)	(X)	(D)	(X)
37215 35	Balloons, dirigibles, and airships	4	(D)	(D)	(X)	(D)	(X)
37215 37	Gliders	1					
37215 39	Other aircraft	-	-	-	(X)	-	(X)
	JUNE						
37215	Complete civil aircraft	19	(D)	(D)	24	892,143	3,474
	Fixed wing (powered)	16	249	225	24	(D)	3,352
37215 11	Single engine	11	142	142	-	(D)	374
	Multiengine	9	107	83	24	820,683	2,978
37215 13	Under 10,000 pounds (empty weight)	6					
37215 15	10,000 to 33,000 pounds (empty weight)	3					
	Over 33,000 pounds (empty weight):						
37215 21	Cargo	-	107	83	24	820,683	2,978
37215 23	Passenger	3					
37215 25	Combination (cargo and passenger)	-					
	Rotary wing (helicopters, autogiros)	5	(D)	(D)	-	(D)	122
37215 31	Less than 2,200 pounds (empty weight)	4	(D)	(D)	-	(D)	122
37215 33	2,200 pounds and over (empty weight)	2					
	Other aircraft	5	(D)	(D)	(X)	(D)	(X)
37215 35	Balloons, dirigibles, and airships	4	(D)	(D)	(X)	(D)	(X)
37215 37	Gliders	1					
37215 39	Other aircraft	-	-	-	(X)	-	(X)
	JULY						
37215	Complete civil aircraft	20	(D)	(D)	24	787,848	3,147
	Fixed wing (powered)	16	176	152	24	(D)	3,089
37215 11	Single engine	11	115	115	-	(D)	294
	Multiengine	9	61	37	24	748,800	2,795
37215 13	Under 10,000 pounds (empty weight)	6					
37215 15	10,000 to 33,000 pounds (empty weight)	3					
	Over 33,000 pounds (empty weight):						
37215 21	Cargo	-	61	37	24	748,800	2,795
37215 23	Passenger	3					
37215 25	Combination (cargo and passenger)	-					
	Rotary wing (helicopters, autogiros)	4	26	26	-	23,606	58
37215 31	Less than 2,200 pounds (empty weight)	3	26	26	-	23,606	58
37215 33	2,200 pounds and over (empty weight)	2					
	Other aircraft	5	(D)	(D)	(X)	(D)	(X)
37215 35	Balloons, dirigibles, and airships	4	(D)	(D)	(X)	(D)	(X)
37215 37	Gliders	1					
37215 39	Other aircraft	-	-	-	(X)	-	(X)
	AUGUST						
37215	Complete civil aircraft	28	(D)	(D)	24	773,563	2,830
	Fixed wing (powered)	17	163	139	24	(D)	2,788
37215 11	Single engine	9	100	100	-	(D)	249
	Multiengine	9	63	39	24	746,921	2,539
37215 13	Under 10,000 pounds (empty weight)	6					
37215 15	10,000 to 33,000 pounds (empty weight)	2					
	Over 33,000 pounds (empty weight):						
37215 21	Cargo	-	63	39	24	746,921	2,539
37215 23	Passenger	3					
37215 25	Combination (cargo and passenger)	-					
	Rotary wing (helicopters, autogiros)	5	(D)	(D)	-	(D)	42
37215 31	Less than 2,200 pounds (empty weight)	4	(D)	(D)	-	(D)	42
37215 33	2,200 pounds and over (empty weight)	1					
	Other aircraft	5	(D)	(D)	(X)	(D)	(X)
37215 35	Balloons, dirigibles, and airships	4	(D)	(D)	(X)	(D)	(X)
37215 37	Gliders	1					
37215 39	Other aircraft	-	-	-	(X)	-	(X)

See footnotes at end of table.

Table 5. SHIPMENTS OF COMPLETE CIVIL AIRCRAFT: 1985--Continued

(Quantity in number of units; value in thousands of dollars; weight in thousands of pounds)

Product code	Product description	Total companies	Quantity of shipments			Value of shipments	Total empty weight
			Total	General aviation	Air carrier		
	SEPTEMBER						
37215	Complete civil aircraft	23	(D)	(D)	19	706,866	2,376
	Fixed wing (powered)	17	195	176	19	(D)	2,335
37215 11	Single engine	11	146	146	-	(D)	325
	Multiengine	9	49	30	19	670,291	2,010
37215 13	Under 10,000 pounds (empty weight)	5					
37215 15	10,000 to 33,000 pounds (empty weight)	2					
	Over 33,000 pounds (empty weight):						
37215 21	Cargo	-	49	30	19	670,291	2,010
37215 23	Passenger	4					
37215 25	Combination (cargo and passenger)	-					
	Rotary wing (helicopters, autogiros)	5	(D)	(D)	-	(D)	41
37215 31	Less than 2,200 pounds (empty weight)	4	(D)	(D)	-	(D)	41
37215 33	2,200 pounds and over (empty weight)	2					
	Other aircraft	4	(D)	(D)	(X)	(D)	(X)
37215 35	Balloons, dirigibles, and airships	3	(D)	(D)	(X)	(D)	(X)
37215 37	Gliders	1					
37215 39	Other aircraft	-	-	-	(X)	-	(X)
	OCTOBER						
37215	Complete civil aircraft	25	(D)	(D)	31	1,003,064	3,776
	Fixed wing (powered)	18	185	154	31	(D)	3,716
37215 11	Single engine	11	121	121	-	(D)	262
	Multiengine	10	64	33	31	961,504	3,454
37215 13	Under 10,000 pounds (empty weight)	6					
37215 15	10,000 to 33,000 pounds (empty weight)	2					
	Over 33,000 pounds (empty weight):						
37215 21	Cargo	-	64	33	31	961,504	3,454
37215 23	Passenger	4					
37215 25	Combination (cargo and passenger)	-					
	Rotary wing (helicopters, autogiros)	5	(D)	(D)	-	(D)	60
37215 31	Less than 2,200 pounds (empty weight)	4	(D)	(D)	-	(D)	60
37215 33	2,200 pounds and over (empty weight)	2					
	Other aircraft	5	(D)	(D)	(X)	(D)	(X)
37215 35	Balloons, dirigibles, and airships	4	(D)	(D)	(X)	(D)	(X)
37215 37	Gliders	1					
37215 39	Other aircraft	-	-	-	(X)	-	(X)
	NOVEMBER						
37215	Complete civil aircraft	25	(D)	(D)	20	694,544	2,643
	Fixed wing (powered)	18	166	146	20	(D)	2,587
37215 11	Single engine	11	104	104	-	(D)	228
	Multiengine	10	62	42	20	651,579	2,359
37215 13	Under 10,000 pounds (empty weight)	6					
37215 15	10,000 to 33,000 pounds (empty weight)	2					
	Over 33,000 pounds (empty weight):						
37215 21	Cargo	-	62	42	20	651,579	2,359
37215 23	Passenger	4					
37215 25	Combination (cargo and passenger)	-					
	Rotary wing (helicopters, autogiros)	5	(D)	(D)	-	(D)	56
37215 31	Less than 2,200 pounds (empty weight)	4	(D)	(D)	-	(D)	56
37215 33	2,200 pounds and over (empty weight)	2					
	Other aircraft	5	(D)	(D)	(X)	(D)	(X)
37215 35	Balloons, dirigibles, and airships	4	(D)	(D)	(X)	(D)	(X)
37215 37	Gliders	1					
37215 39	Other aircraft	-	-	-	(X)	-	(X)
	DECEMBER						
37215	Complete civil aircraft	25	(D)	(D)	([1])	2,181,251	7,306
	Fixed wing (powered)	18	246	205	41	(D)	6,822
37215 11	Single engine	11	125	125	-	(D)	269
	Multiengine	10	121	80	41	1,961,728	6,553
37215 13	Under 10,000 pounds (empty weight)	6					
37215 15	10,000 to 33,000 pounds (empty weight)	2					
	Over 33,000 pounds (empty weight):						
37215 21	Cargo	-	121	80	41	1,961,728	6,553
37215 23	Passenger	4					
37215 25	Combination (cargo and passenger)	-					
	Rotary wing (helicopters, autogiros)	4	88	88	([1])	197,624	484
37215 31	Less than 2,200 pounds (empty weight)	3	88	88	([1])	197,624	484
37215 33	2,200 pounds and over (empty weight)	2					
	Other aircraft	5	(D)	(D)	(X)	(D)	(X)
37215 35	Balloons, dirigibles, and airships	4	(D)	(D)	(X)	(D)	(X)
37215 37	Gliders	1					
37215 39	Other aircraft	-	-	-	(X)	-	(X)

- Represents zero. (D) Data withheld to avoid disclosing figures for individual companies. (X) Not applicable.

[1] Data for air carrier are included with general aviation.

Table 6A. QUANTITY AND VALUE OF SHIPMENTS OF COMPLETE CIVIL AIRCRAFT ENGINES: 1986

(Quantity in number of units; value in thousands of dollars)

Product code	Product description	Total companies	January		February		March		April		May		June	
			Quantity	Value	Quantity	Value	Quantity	Value	Quantity	Value	Quantity	Value	Quantity	Value
37242	Complete civil aircraft engines	12												
37242 01	Spark-ignition reciprocating or rotary internal-combustion.	3	550	146,088	615	163,008	594	193,822	566	220,473	536	196,992	656	269,911
	Turbojet and turbofan:													
37242 03	Of a thrust not exceeding 25 kN (5,620 lbs.)	2												
37242 05	Of a thrust exceeding 25 kN (5,620 lbs.)	4												
	Turboshaft (turbo propeller):													
37242 07	Of a power not exceeding 1,100 kW (820 hp)	4	79	15,619	58	10,347	76	14,577	61	14,346	79	15,517	66	13,955
37242 09	Of a power exceeding 1,100 kW (820 hp)	4												
37242 14	Other, including auxiliary power units excluding missile and space engines	-	-	-	-	-	-	-	-	-	-	-	-	-

Product code	Product description	Total companies	July		August		September		October		November		December	
			Quantity	Value	Quantity	Value	Quantity	Value	Quantity	Value	Quantity	Value	Quantity	Value
37242	Complete civil aircraft engines	12												
37242 01	Spark-ignition reciprocating or rotary internal-combustion.	3	575	191,173	415	156,820	521	301,788	488	265,924	443	225,081	599	316,729
	Turbojet and turbofan:													
37242 03	Of a thrust not exceeding 25 kN (5,620 lbs.)	2												
37242 05	Of a thrust exceeding 25 kN (5,620 lbs.)	4												
	Turboshaft (turbo propeller):													
37242 07	Of a power not exceeding 1,100 kW (820 hp)	4	101	22,083	59	11,532	105	20,509	102	22,087	82	15,898	87	17,186
37242 09	Of a power exceeding 1,100 kW (820 hp)	4												
37242 14	Other, including auxiliary power units excluding missile and space engines	-	-	-	-	-	-	-	-	-	-	-	-	-

- Represents zero.

Table 6B. QUANTITY AND VALUE OF SHIPMENTS OF COMPLETE CIVIL AIRCRAFT ENGINES: 1985

(Quantity in number of units; value in thousands of dollars)

Product code	Product description	Total companies	January		February		March		April		May		June	
			Quantity	Value	Quantity	Value	Quantity	Value	Quantity	Value	Quantity	Value	Quantity	Value
37242	Complete civil aircraft engines	9	678	176,373	680	155,069	797	214,704	750	158,166	621	167,185	684	234,494
37242 11	Reciprocating (piston)	3												
37242 12	Turbojet and turbofan	2	678	176,373	680	155,069	797	214,704	750	158,166	621	167,185	684	234,494
37242 13	Turboprop and turboshaft	7												
37242 14	Other, including jato bottles and liquid power plants, excluding missile engines	-	-	-	-	-	-	-	-	-	-	-	-	-

Product code	Product description	Total companies	July		August		September		October		November		December	
			Quantity	Value	Quantity	Value	Quantity	Value	Quantity	Value	Quantity	Value	Quantity	Value
37242	Complete civil aircraft engines	9	677	145,699	653	177,782	661	212,245	800	239,069	690	233,179	683	354,346
37242 11	Reciprocating (piston)	3												
37242 12	Turbojet and turbofan	2	677	145,699	653	177,782	661	212,245	800	239,069	690	233,179	683	354,346
37242 13	Turboprop and turboshaft	7												
37242 14	Other, including jato bottles and liquid power plants, excluding missile engines	-	-	-	-	-	-	-	-	-	-	-	-	-

- Represents zero.

Table 7. SHIPMENTS, EXPORTS, IMPORTS, AND APPARENT CONSUMPTION OF COMPLETE AIRCRAFT AND AIRCRAFT ENGINES: 1986 AND 1985

(Quantity in number of units; Value in thousands of dollars)

Product code[1]	Product description	Manufacturers' shipments		Exports of domestic merchandise[1,2]			Percent exports to manufacturers' shipments		Imports for consumption[1,4]		Apparent consumption[5]		Percent imports to apparent consumption	
		Quantity	Value (f.o.b. plant)	Quantity	Value at port	Estimated producers' value[3]	Quantity	Value	Quantity	Value in foreign country	Quantity	Value	Quantity	Value
	1986													
	Civil aircraft (fixed wing, powered):													
	Unladen weight not exceeding 2,000 kg (4,405 lbs.):													
37215 01	Single engine	1,258	364,141	270	27,696	25,608	26	10	70	8,234	1,014	336,460	9	3
37215 03	Multiengine			63	12,975	11,997			19	1,690				
37215 05	Unladen weight exceeding 2,000 kg (4,405 lbs.) but not exceeding 15,000 kg (33,040 lbs.)	600	11,541,804	131	202,380	187,121	48	52	208	1,046,206	554	7,357,942	44	24
37215 07	Unladen weight exceeding 15,000 kg (33,040 lbs.)			159	6,275,917	5,802,713			36	759,766				
	Helicopters (rotary wing):													
37215 32	Unladen weight not exceeding 2,000 kg (4,405 lbs.)	493	605,314	210	277,294	256,386	43	42	87	63,276	370	412,204	23	15
37215 34	Unladen weight exceeding 2,000 kg (4,405 lbs.)													
	Other civil aircraft (nonpowered) and kits:													
37215 35	Balloons, dirigibles, and airships	537	6,733	-	67,967	62,842	(NA)	(NA)	181	2,775	(NA)	(NA)	(NA)	(NA)
37215 37	Gliders, sailplanes													
37215 39	Other aircraft, including aircraft sold in kits (except hang gliders)													
	Complete civil aircraft engines:													
37242 01	Spark-ignition reciprocating or rotary internal-combustion	7,513	2,841,465	702	530,933	490,901	9	17	4,395	1,424,489	11,206	3,775,053	39	38
	Turbojet and turbofan:													
37242 03	Of a thrust not exceeding 25 kN (5,620 lbs.)													
37242 05	Of a thrust exceeding 25 kN (5,620 lbs.)													
	Turboshaft (turbo propeller):													
37242 07	Of a power not exceeding 1,100 kW (820 hp)													
37242 09	Of a power exceeding 1,100 kW (820 hp)													
37242 14	Other, including auxiliary power units excluding missile and space engines													
	1985													
	Fixed wing (powered)	2,457	(D)	636	5,709,036	5,278,575	26	(NA)	236	1,434,344	2,057	(NA)	11	(NA)
37215 11	Single engine	1,551	(D)	334	47,681	44,085	22	(NA)	16	1,489	1,233	(NA)	1	(NA)
	Multiengine (empty weight):													
37215 13	Under 10,000 pounds	906	10,278,449	302	5,661,355	5,234,488	33	51	220	1,432,855	824	6,476,816	27	22
3 215 15	10,000 to 33,000 pounds													
	Over 33,000 pounds:													
37215 21	Cargo													
37215 23	Passenger													
37215 25	Combination (cargo and passenger)													
	Rotary wing (helicopters, autogiros) (empty weight):													
37215 31	Less than 2,200 pounds	385	457,618	137	209,785	193,967	36	42	60	45,204	308	308,855	19	15
37215 33	2,200 pounds and over													
	Other aircraft:													
37215 35	Balloons, dirigibles, and airships	(D)	(D)	-	441,857	397,060	(NA)	(NA)	628	8,803	(NA)	(NA)	(NA)	(NA)
37215 37	Gliders													
37215 39	Other aircraft													
37242	Civil aircraft engines	8,374	2,468,311	4,290	589,543	545,094	51	22	4,460	1,240,353	8,544	3,163,570	52	39
37242 11	Reciprocating (piston)													
37242 12	Turbojet and turbofan													
37242 13	Turboprop and turboshaft													
37242 14	Other, including jato bottles and liquid power plants, excluding missile engines													

- Represents zero. (D) Data withheld to avoid disclosing figures for individual companies. (NA) Not available.

[1] For comparison of Standard Industrial Classification-based product codes, Schedule B export numbers, and TSUSA import numbers, see table B.

[2] Source: Bureau of the Census report EM 546, U.S. Exports.

[3] These values are derived by use of adjustment factors to exclude freight, insurance, and other charges incurred in moving goods to the port of export. This adjustment is made to convert the values to an approximation of the producers' value of exported goods. The current adjustment factor, 0.9246 for industry group 372, is based on data for 1983 which are published in Origin of Exports of Manufactured Products, M83(AS)-5, appendix B.

[4] Source: Bureau of the Census reports IM 146, U.S. Imports for Consumption.

[5] Apparent consumption is derived by subtracting exports from the total of manufacturers' shipments plus imports.

Table 8. COMPARISON OF STANDARD INDUSTRIAL CLASSIFICATION CODES, SCHEDULE B EXPORT NUMBERS, AND TSUSA IMPORT NUMBERS: 1986

Product code	Product description[1]	Export number	Import number	Product description
37215 01	Unladen weight not exceeding 2,000 kg (4,405 lbs.), single engine	694.4043	694.4143	Nonmilitary, new, single engines
37215 03	Unladen weight not exceeding 2,000 kg (4,405 lbs.), multiengine	694.4046	694.4146	Nonmilitary, new, other--less than 4,400 pounds empty weight
37215 05	Unladen weight exceeding 2,000 kg (4,405 lbs.) but not exceeding 15,000 kg (33,040 lbs.)	694.4048 694.4050	694.4148	Nonmilitary, new, other--4,400 pounds and over but less than 10,000 pounds
			694.4150	Nonmilitary, new turbojet and turbofan--10,000 to 33,000 pounds, inclusive, empty weight
			694.4160	Nonmilitary, new, other--10,000 to 33,000 pounds empty weight
37215 07	Unladen weight exceeding 15,000 kg (33,040 lbs.)	694.4062, 65, 68	694.4165	Nonmilitary, new, other--over 33,000 pounds empty weight
37215 35, 37, 39	Other civil aircraft and kits.	[2]694.5140	694.1600	Balloons and airships, for civil use
			694.2100	Gliders for civil use
37215 32, 34	Helicopters, (rotary-wing, powered)	694.4032, 34	694.4125	Nonmilitary, new, helicopter
37242 00	Civil aircraft engines	660.4930		Internal combustion engines:[3]
			[4]660.5610	Piston type other than compressor ignition engine, specially designed for aircraft
			660.5800	Nonpiston type engines for aircraft:
			660.5920	Turbojet and gas turbine, new
			660.5940	
			660.6100	Other

[1] All aircraft are nonmilitary.
[2] Includes hang gliders (product code 39495), kites (product code 39444), and spacecraft (product code 37612).
[3] Internal combustion engines are not separated by military and nonmilitary.
[4] Includes model aircraft engines.

DESCRIPTION OF SURVEY

Scope of Survey. This survey covers the manufacture of complete civilian aircraft and all types of aircraft engines in the United States. Parts sold separately are excluded.

Survey Methodology. The statistics in this publication were collected by mail on Bureau of the Census monthly Form M37G, Civil Aircraft and Aircraft Engines (Shipments). The panel for this survey consisted of all known producers of complete civilian aircraft and aircraft engines, approximately 36 companies.

Participation in the monthly survey is voluntary. However, annual reports are required from those companies that do not report monthly. The annual summary includes revisions of monthly data originally estimated (see "Reliability of Data" below) for companies which only report annually.

Reliability of Data. Survey error may result from several sources: (1) inability to obtain information about all cases in the survey, (2) response errors, (3) definitional difficulties, (4) differences in the interpretation of questions, (5) mistakes in recording or coding the data obtained, and (6) other errors of collection, response, coverage, and estimation for missing data. These nonsampling errors also occur in complete censuses. Although no direct measurement of the biases due to nonsampling errors has been obtained, precautionary steps were taken in all phases of the collection, processing, and tabulation of the data in an effort to minimize their influence.

A major source of bias in the published estimates is due to imputing data for nonrespondents, for late reporters and for data which fail logic edits. Missing figures are imputed based on month-to-month movements shown by reporting firms. Imputation generally is limited to a maximum of 10 percent for any data cell. Figures with imputation rates greater than 10 percent are footnoted.

Revisions to Previous Period Data. Data may be revised as the result of corrected figures received from respondents, annual reports received for which imputations were originally made as described above, or other corrections. Figures which have been revised by more than 5 percent from previously published figures are indicated by footnotes.

Revisions may include changes to prior period data resulting from reconciliation of the results of this survey with the 1985 Annual Survey of Manufactures to correct differences in reported data between the two series and to identify and verify new establishments included in the scope of this survey. Table 7 presents a comparison of data from the two series by census product class following the reconciliation.

Adjustment for Price Change. All dollar figures included in this publication are in current dollars; i.e., they have not been adjusted for price change.

Reporting Period Adjustment. The data are adjusted for the number of working days in the reporting period to compensate for differences in individual company reporting patterns, i.e., calendar month, 4-week, 5-week periods. Since the calendar month accounting system prevails in this industry, adjustments have been made to those reporting on other than a calendar month basis.

EXPLANATION OF TERMS

Shipments. Represents physical shipments from domestic establishments. All products sold, transferred to other plants of the same company, or shipped on consignment are included whether for domestic use or export. Products bought and resold without further manufacture are excluded.

Aircraft. Includes lighter-than-air aircraft (balloons and airships) as well as heavier-than-air aircraft, however propelled, but does not include spacecraft.

Military. Refers to new aircraft and aircraft engines built for military applications, whether for tactical, strategic, or support functions. All aircraft and aircraft engines built for nonmilitary applications are considered as nonmilitary, or civil, and are reported in this survey.

Civil. This term refers to all aircraft and aircraft engines not built for military applications. All civil (including general aviation and commercial type) aircraft, regardless of end use, are included.

Empty Weight. The weight of the airplane's airframe, powerplant, trapped fuel and oil, coolant (if any), fluid in the hydraulic system, ballast normally carried, and fixed equipment and furnishings.

Fixed-Wing (Powered) Aircraft. Aircraft having wings fixed to the airplane fuselage, which are outspread in flight and powered by engines.

Rotary Lift Aircraft. Any heavier-than-air aircraft that depends principally for its support in flight on the lift generated by one or more rotors (helicopters, auto-giros, etc.).

Turbofan. A turbojet engine whose thrust has been increased by the addition of a low pressure compressor (fan). The turbofan engine can have an oversized low-pressure compressor at the front with part of the flow bypassing the rest of the engine (front-fan or forward-fan) or it can have a separate fan driven by a turbine stage (aft-fan).

Turbojet. Jet engines incorporating a turbine-driven air compressor to take in and compress the air for the combustion (or the heated air) being used both to rotate the turbine and to create a thrust-producing jet.

Turboprop. Engines in which the main propulsive force is supplied by a gas turbine-driven conventional propeller. Additional propulsive force may be supplied from the discharge turbine exhaust gas.

COMPARISON OF EXPORT, IMPORT, AND DOMESTIC OUTPUT DATA

The Standard Industrial Classification (SIC) system used for domestic output and the statistical export and import commodity classifications were developed independently. This results in considerable difficulty in comparing the three types of data for many commodity areas. The domestic output classification is based on type of industry; on the other hand, the export and import classification system is more materials oriented. Also, there are a substantial number of imported commodities which have no comparable domestic output classification. The relationships shown in this report should be considered only as approximations, since, in addition to the problems mentioned above, there are also the following problems affecting the comparability of the three sets of data.

Valuation. There are different methods of valuation for the three types of data:

- *Domestic Output.* Valued at the point of production. It includes the net sales price, f.o.b. plant, after discounts and allowances, exclusive of freight charges and excise taxes.

- *Exports.* Valued at the point of exportation. It includes the selling price, or cost if not sold, and inland freight, insurance and other charges to the export point.

  Estimated producers' values of exports have also been developed. These values more closely approximate the values reported for domestic output because they exclude freight, insurance, and other charges applied from the producing plant to the export point.

- *Imports.* Valued at the first port of entry in the United States. It includes c.i.f. (cost, insurance, and freight), duty, and other charges to the import point.

Duplication in Quantity and Value of Output. Because producers' shipments of some commodities may be used as materials for incorporation into other commodities, combinations of data for such commodities may contain a certain amount of duplication. Thus, percentages of exports to output or imports to apparent consumption (output plus imports minus exports) at four-digit or broader levels may be understated. Where duplication is known to be substantial, the output data are appropriately noted in the table.

Low-Value Import and Export Transactions. Detailed commodity information is not included for individual export shipments valued at not more than $1,000. Generally, detailed commodity information is not included for individual import shipments valued at not more than $1,000. For textiles and textile products, gloves, footwear, and miscellaneous rubber and plastics products, detailed commodity information is not included for individual import shipments valued at not more than $250. This is believed to have only negligible effects on the statistics for the bulk of the commodities.

Manufacturers' Shipments, Not Specified by Kind. The value of manufacturers' shipments at the four-digit industry level often includes a small amount which is not distributed among the individual five-digit product classes. Export and import percentages at the more detailed levels might, therefore, be slightly overstated.

Time Lag Between Output and Export. There will be a lag between the time a commodity is produced or shipped by the producer and the time it is actually exported, especially when intermediaries (wholesalers, exporters, etc.) are involved. Ordinarily, this type of discrepancy is insignificant in annual figures.

"Direct" vs "Total" Commodity Exports and Imports. Export and import data do not include materials which are incorporated into other more finished products and exported or imported in finished form. Thus, by showing only direct exports and imports, the relation of exports to output and imports to apparent consumption for intermediate products is considerably understated.

Used Commodities. With a few exceptions, used or rebuilt commodities are classified in the same import or export codes as is new merchandise. Percentages are thus overstated to the extent that used or rebuilt products are significant in trade.

Geographic Area of Coverage. Import and export data reflect the movement of merchandise into and out of U.S. foreign trade zones, the U.S. Virgin Islands, and the U.S. customs territory (includes the 50 States, the District of Columbia, and Puerto Rico).

HISTORICAL NOTE

Data on civilian aircraft and aircraft engines have been collected by the Bureau of the Census since 1946. Historical data may be obtained from Current Industrial Reports (called Facts for Industry before 1959) available at your local Federal Depository Library. A list of these libraries may be obtained from the Bureau of the Census regional offices:

Office	Telephone
Atlanta, Georgia	(404) 347-2271
Boston, Massachusetts	(617) 223-2327
Charlotte, North Carolina	(704) 371-6142
Chicago, Illinois	(312) 353-6251
Dallas, Texas	(214) 767-0621
Denver, Colorado	(303) 236-2200
Detroit, Michigan	(313) 226-7742
Kansas City, Kansas	(816) 374-4601
Los Angeles, California	(213) 209-6616
New York, New York	(212) 264-3860
Philadelphia, Pennsylvania	(215) 597-4920
Seattle, Washington	(206) 442-7828

Historical data are also available on microfiche. For further information contact the Bureau of the Census, Data User Services Division, (301) 763-4100.

RELATED REPORTS

A monthly Current Industrial Report also is published in this series. The Bureau of the Census publishes the following related reports:

Series	Frequency	Title
Current Industrial Reports		
MQ37D	Quarterly	*Backlog of Orders for Aerospace Companies*
MA37E	Annually	*Aircraft Propellers*
Other Industry Reports		
M3-1	Monthly	*Manufacturers' Shipments, Inventories, and Orders*
(AS)	Annually	Annual Survey of Manufactures (ASM)
(MC)	Quinquennially	Census of Manufactures
Foreign *Trade Reports*		
EM546 FT446	Monthly Annually	*U. S. Exports—Schedule B—Commodity by Country*
IM146 FT246	Monthly Annually	*U.S. Imports for Consumption—TSUSA—Commodity by Country*

CONTACT FOR DATA USERS

Subject Area	Contact	Phone Number
Current Industrial Report M37G	Deborah Dillon	(301) 763-5194
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Foreign Trade	Trade Data Inquiries Staff (FTD)	(301) 763-5140
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